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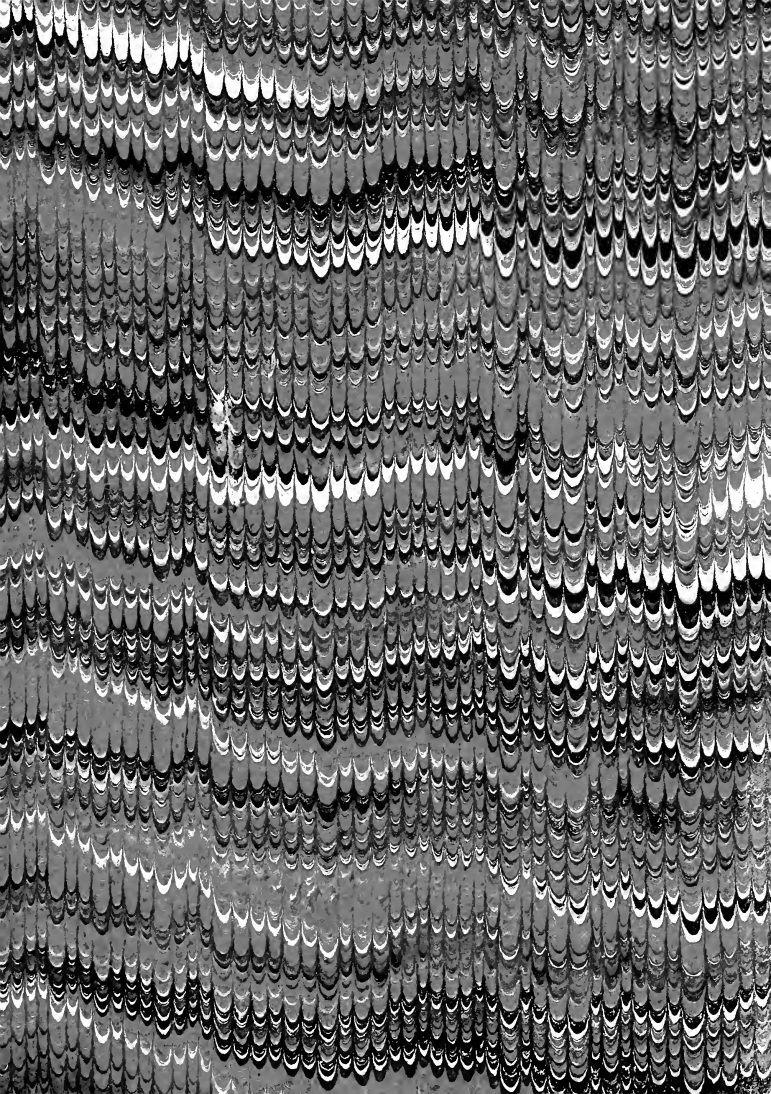
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I

UNITED STATES OF AMERICA.









The Great Central

ROUTE BOOK FOR TOURISTS.

For 1873,

Giving Routes, Rates and Distances

FOR

ROUND TRIP EXCURSION TICKETS.

CHICAGO THROUGH LINE
—AND— **ILL. CENTRAL RAILROAD.**

FROM

ST. LOUIS AND CAIRO.

Names of a portion of the Officers and Agents of the CHICAGO THROUGH LINE and of the ILLINOIS CENTRAL RAILROAD.

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C. A. BECK, Sup't Chicago Division I. C. R. R.....	Centralia, Ill.
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JAS. JOHNSON, Agent I. C. R. R.....	Cairo, Ill.

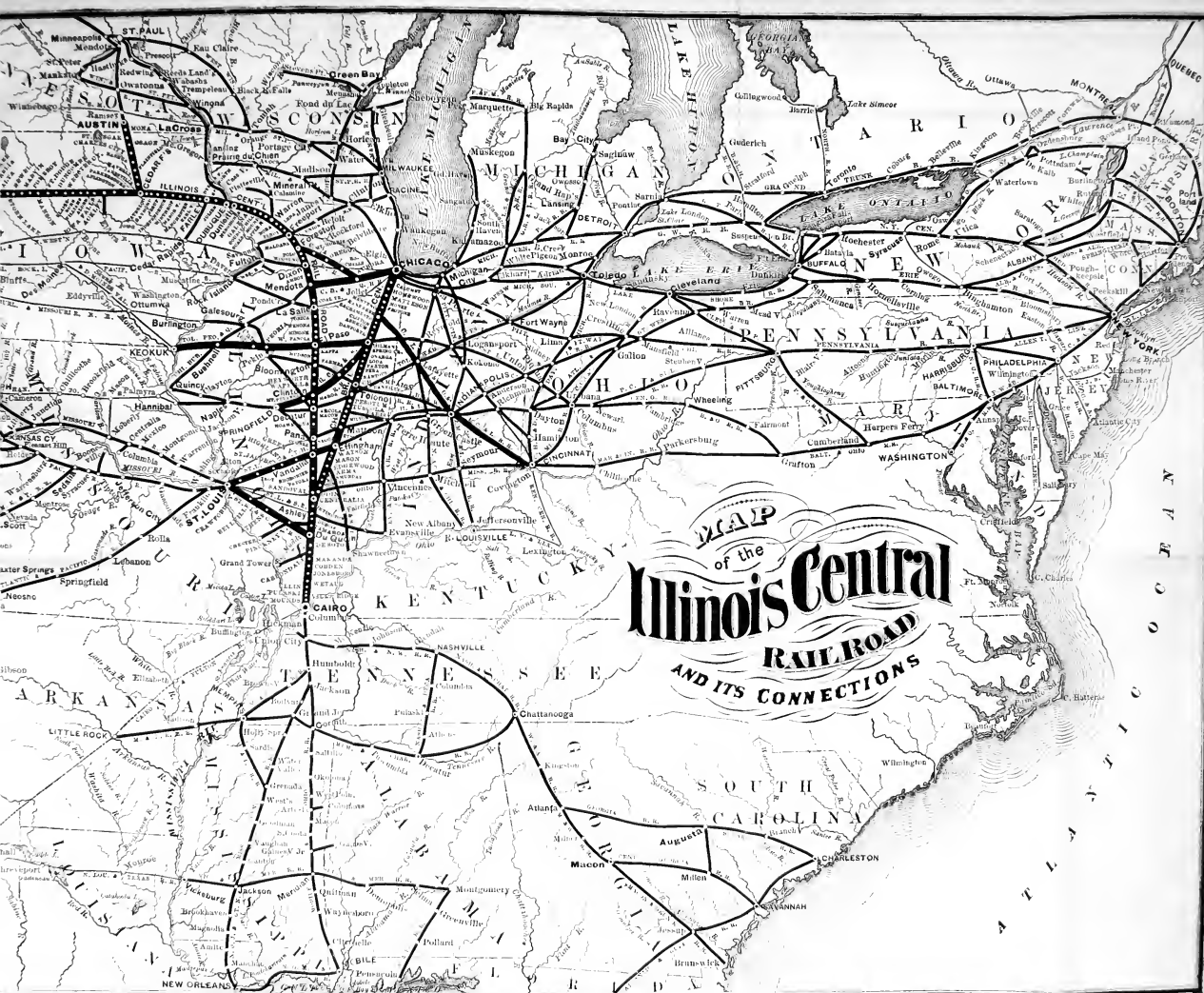
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EAST!

The Only Line Running Through Cars from

SAINT LOUIS

TO

NEW YORK, CHICAGO,

Cincinnati and Louisville,

WITHOUT CHANGE!

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FOUR TRAINS DAILY!

7.30 A. M. DAY EXPRESS!

With PALACE CAR through to New York, Chicago, Cincinnati or Louisville—Daily, except Sunday.

4.45 P. M. ACCOMMODATION!

For all Way Stations—Daily, except Sunday.

6.15 P. M. FAST LINE!

With Pullman's Palace Sleeping Car through to New York, Cincinnati and Louisville—Daily.

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WITHOUT CHANGE and on QUICK TIME.

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CHICAGO AND THE NORTH AND EAST.

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P. S.—Through Bills Lading and passengers ticketed to Liverpool, via STATE LINE STEAMERS.

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ILLINOIS CENTRAL RAILROAD.

The Illinois Central Railroad will contract and transport promptly Freight of all kinds to or from CHICAGO and

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MEMPHIS,
VICKSBURG,
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MOBILE,
GALVESTON,
ST. LOUIS,
KANSAS CITY,
DENVER,
DENNISON, TEXAS,

VANDALIA,
PANA,
DECATUR,
CLINTON,
BLOOMINGTON,
PEORIA,
DIXON,
FREEPORT,
GALENA,
DUBUQUE,

WATERLOO,
CEDAR FALLS,
SIOUX CITY,
YANKTON,
GILMAN,
SPRINGFIELD,
JACKSONVILLE,
KEOKUK,
BURLINGTON,

And all points in Illinois, Iowa, Minnesota, Dakota, Missouri, Kansas, Colorado, Texas, Louisiana, Alabama, Mississippi, and all points North, South, Southeast, Southwest, and West, reached by it and its connecting lines.

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The "Cairo Short Line" is the shortest route for freight from St. Louis to Cairo, and the South. There is no transfer or unloading of cars from Chicago to Sioux City, Dubuque, or the West, by this line. Rates always as low, or time as quick, as by any other route.

For any information apply to

JOSEPH F. TUCKER,

General Freight Agent, I. C. R. R.,

58 Michigan Ave., Chicago.

— THE —
GREAT CENTRAL

Route Book,

— FOR —

SUMMER TOURISTS,
OF 1873.

COMPILED BY W. H. STENNETT,

Gen'l Agent, Illinois Central R. R., St. Louis, Mo.

PUBLISHED BY THE PASSENGER DEPARTMENT OF THE

ILLINOIS CENTRAL RAILROAD
— AND —
CHICAGO THROUGH LINE.

CHICAGO:

1873.

W. P. JOHNSON,

Gen'l Pass'r Ag't, I. C. R. R.,

CHICAGO, ILL.

A. MITCHELL,

Gen'l Sup't, I. C. R. R.,

CHICAGO, ILL.

TABLE OF COMPARISON,

Showing Difference in Time of Different Localities.

EXPLANATION.—The figures opposite the Cities in the left hand columns, denote the hours and minutes—(s) slower, or (f) faster, than the time of the City at the head of the column.

	New York.	Buffalo.	Cincinnati.	Chicago.	St. Louis.		New York.	Buffalo.	Cincinnati.	Chicago.	St. Louis.
Albany, N. Y., time is	.01 f	.21 f	.43 f	.56 f	1.06 f	Nebraska City time is	1.28 s	1.08 s	.46 s	.33 s	.23 s
Altoona, Pa. "	.15 s	.05 f	.27 f	.40 f	.50 f	Newark, N. J. "	.01 f	.21 f	.43 f	.56 f	1.06 f
Atchison, Kan. "	1.25 s	1.05 s	.43 s	.30 s	.20 s	New Haven, "	.04 f	.24 f	.46 f	.59 f	1.16 f
Baltimore, Md. "	.10 s	.10 f	.32 f	.45 f	.55 f	Newport, "	.11 f	.31 f	.46 f	1.06 f	1.09 f
Bloomington, Ill. "	.60 s	.40 s	.18 s	.05 s	.05 f	New Orleans, "	1.04 s	.44 s	.22 s	.09 s	.01 f
Boston, Mass. "	.12 f	.32 f	.54 f	1.07 f	1.17 f	New York, "	.20 f	.42 f	.55 f	1.05 f	
Buffalo, N. Y. "	.20 s	.22 f	.22 f	.35 f	.45 f	Niagara Falls, "	.20 s	.22 f	.35 f	.45 f	
Burlington, Ia. "	1.09 s	.49 s	.27 f	.14 s	.04 s	Norfolk, "	.09 s	.11 f	.33 f	.46 f	.56 f
Cairo, Ill. "	1.00 s	.40 s	.18 s	.05 s	.05 f	Omaha, "	1.28 s	1.08 s	.46 s	.33 s	.23 s
Cambridge, "	.11 f	.31 f	.53 f	1.06 f	1.16 f	Paris, France, "	5.05 f	5.25 f	5.47 f	6.00 f	6.10 f
Charleston, "	.24 s	.04 s	.18 f	.31 f	.41 f	Peoria, Ill. "	1.03 s	.43 s	.21 s	.08 s	.02 f
Chicago, "	.55 s	.35 s	.13 s	.10 f	.10 f	Philadelphia, "	.05 s	.15 f	.37 f	.50 f	1.00 f
Cincinnati, "	.42 s	.22 s	.13 f	.13 f	.23 f	Pittsburg, Pa. "	.24 s	.04 s	.18 f	.31 f	.41 f
Cleveland, O. "	.31 s	.11 s	.11 f	.24 f	.34 f	Portland, Oregon, "	1.16 s	2.56 s	2.34 s	2.21 s	2.11 s
Columbus, O. "	.36 s	.16 s	.06 f	.19 f	.29 f	Portland, Me. "	.15 f	.35 f	.57 f	1.10 f	1.20 f
Dayton, Ia. "	1.07 s	.47 s	.25 s	.12 s	.02 s	Providence, "	.10 f	.30 f	.52 f	1.05 f	1.15 f
Dayton, O. "	.41 s	.21 s	.01 f	.14 f	.24 f	Quincy, Ill. "	1.11 s	.51 s	.29 s	.16 s	.06 s
Des Moines, Ia. "	1.19 s	.59 s	.37 f	.24 s	.14 s	Richmond, Va. "	.11 s	.06 f	.28 f	.41 f	.51 f
Detroit, Mich. "	.36 s	.16 s	.06 f	.19 f	.29 f	Rochester, N. Y. "	.07 s	.13 f	.35 f	.48 f	.58 f
Dubuque, Ia. "	1.07 s	.47 s	.25 s	.12 s	.02 s	Sacramento, "	3.10 s	2.50 s	2.28 s	2.15 s	2.05 s
Evansville, Ind. "	.55 s	.35 s	.13 s	.10 f	.10 f	Salt Lake City, "	2.32 s	2.12 s	1.50 s	1.37 s	1.27 s
Fort Wayne, "	.45 s	.25 s	.03 s	.10 f	.20 f	Santa Fe, "	2.08 s	1.48 s	1.26 s	1.13 s	1.03 s
Golden City, "	2.05 s	1.45 s	1.23 s	1.10 s	1.00 s	San Francisco, "	3.14 s	2.54 s	2.32 s	2.19 s	2.09 s
Hamilton, "	.24 s	.04 s	.18 f	.31 f	.41 f	Saratoga, "	.01 f	.21 f	.43 f	.56 f	1.06 f
Harrisburg, "	.11 s	.09 f	.31 f	.44 f	.54 f	Savannah, "	.28 s	.08 s	.14 f	.27 f	.37 f
Hartford, "	.05 f	.25 f	.47 f	1.00 f	1.10 f	Sioux City, Ia. "	1.30 s	1.10 s	.48 s	.35 s	.25 s
Indianapolis, "	.48 s	.28 s	.06 s	.07 f	.17 f	Springfield, Mass. "	.06 f	.26 f	.48 f	1.01 f	1.11 f
Jackson, Miss. "	1.05 s	.45 s	.23 s	.10 s	same	Springfield, Ill. "	1.02 s	.42 s	.20 s	.07 s	.03 f
Jackson, Mich. "	.40 s	.20 s	.02 f	.15 f	.25 f	St. Joseph, Mo. "	1.24 s	1.04 s	.42 s	.29 s	.19 s
Jacksonville, Ill. "	1.05 s	.45 s	.23 s	.10 s	same	St. Louis, Mo. "	1.05 s	.45 s	.23 s	.10 s	
Jefferson City, "	1.13 s	.53 s	.31 s	.18 s	.08 s	St. Paul, Minn. "	1.16 s	.56 s	.34 s	.21 s	.11 s
Kansas City, "	1.23 s	1.03 s	.41 s	.28 s	.18 s	Syracuse, N. Y. "	.09 s	.11 f	.33 f	.46 f	.56 f
Lansing, Mich. "	.42 s	.22 s	same	.13 f	.23 f	Terre Haute, "	.54 s	.34 s	.12 s	.01 f	.11 f
Laramie, "	1.58 s	1.38 s	1.16 s	1.03 s	.53 s	Toledo, O. "	.38 s	.18 s	.04 f	.17 f	.27 f
Leavenworth, "	1.23 s	1.03 s	.41 s	.28 s	.18 s	Topeka, Kan. "	1.27 s	1.07 s	.45 s	.32 s	.22 s
Little Rock, "	1.13 s	.53 s	.31 s	.18 s	.08 s	Toronto, "	.22 s	.02 s	.20 f	.33 f	.43 f
London, Eng. "	4.56 f	5.16 f	5.38 f	5.51 f	6.01 f	Trenton, "	.03 s	.17 f	.59 f	.52 f	1.02 f
Louisville, Ky. "	.46 s	.26 s	.04 s	.09 f	.19 f	Vicksburg, "	1.07 s	.47 s	.25 s	.12 s	.02 s
Madison, Wis. "	1.02 s	.42 s	.20 s	.07 s	.03 f	Washington, D.C. "	.12 s	.08 f	.30 f	.43 f	.53 f
Memphis, "	1.05 s	.45 s	.23 s	.10 s	same	Wheeling, "	.27 s	.07 s	.15 f	.28 f	.38 f
Milwaukee, "	.56 s	.36 s	.14 s	.01 s	.09 f	Wilmington, N.C. "	.14 s	.06 f	.28 f	.41 f	.51 f
Mobile, Ala. "	.56 s	.36 s	.14 s	.01 s	.09 f	Wilmington, Del. "	.06 s	.14 f	.36 f	.49 f	.59 f
Montreal, "	.02 f	.22 f	.44 f	.57 f	1.07 f	Winona, Minn. "	1.11 s	.51 s	.29 s	.16 s	.06 s
Nashville, Tenn. "	.51 s	.31 s	.09 s	.04 f	.14 f	Worcester, "	.09 f	.29 f	.51 f	1.04 f	1.14 f

⚡ A difference of one minute in time (latitude of New York City), is equivalent to about nine and one-half miles in distance.

A correct Time Table in the hands of the traveling community, is of but little value unless the standard of time be given. For example: trains of the Lake Shore & Michigan Southern, the Pittsburg, Fort Wayne & Chicago, and the Pittsburg, Cincinnati & St. Louis Railways (as well as those of their several branches), are operated by Columbus, Ohio, time; which, by reference to our table, will be found to be 16 minutes slower than that of Buffalo, 12 minutes slower than Pittsburg, 14 minutes faster than Toledo, 12 minutes faster than Indianapolis, 19 minutes faster than Chicago, and 20 minutes faster than St. Louis—a fact which, if not generally known at these several points, subjects both the Railway companies and the traveling public to serious inconvenience.

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NOTE BY THE COMPILER.

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In preparing the following pages for the press, we have endeavored to give such facts and figures as may be found of interest to the Summer Tourist. We have freely culled items from such sources as have presented themselves, and those sources being so various we shall not attempt individual acknowledgments for what we have used.

While we have freely used the labor of others, we shall be glad to know, as a return, that they will as freely use anything new or valuable that we may have evoked.

To Tourists we would say we have endeavored to open up to them "paths they have not trod," and to show to them that in the North and Northwest are places as well worthy their attention as are any on the Atlantic coast, or in the interior of New England.

Along our routes are large cities and towns, and numerous quiet villages, in which the Tourist can make pleasant sojourn, and enjoy health and quiet and comfort. Boating, bathing, fishing, shooting and hunting are accessible at numerous points on almost all of our routes, and any of these can be enjoyed without cost.

The time cards we print herewith are those in effect at the time we write, and are given merely to show the relative time that will or can be made during the summer season. When the excursion business begins, the Ticket Agents at all prominent points will be fully advised as to the current time, and they will be glad to give any information in their power.

It will be noticed that we will place on sale at Cairo as well as at St. Louis, these *reduced rate round trip* Excursion Tickets. Tourists living south of Cairo can procure their tickets at the Ticket Office of the Illinois Central Railroad, at Cairo, if they so desire, or by writing to Jas. Johnson, Agent I. C. R. R., Cairo, naming the tickets you wish and enclosing the value of the tickets to him, he will send you the tickets.

Palace sleeping car berths can be secured at Cairo or at St. Louis.

THESE TICKETS WILL BE PLACED ON SALE ON THE 15TH DAY OF MAY, 1873, AND REMAIN ON SALE UNTIL THE 31ST DAY OF AUGUST, 1873, AND WILL BE GOOD TO RETURN TO ST. LOUIS OR CAIRO UNTIL THE 1ST DAY OF NOVEMBER, 1873.

St. Louis, Mo., May 1st, 1873.

COMPILER.

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TIME CARDS OF CONNECTING ROADS.

CHICAGO.

Pittsburg, Ft. Wayne & Chicago R. R.

Depot, Canal St., near Madison. Ticket Office, N.E. cor. Clark and Randolph Streets.

	Leave.	Arrive.
Day Express.....	† 9 00 a m	§ 7 30 p m
Pacific Express.....	* 5 10 p m	§ 6 30 a m
Fast Line.....	†† 9 00 p m	* 8 00 a m

Chicago & North-Western Railway.

Ticket Office, S. W. corner La Salle and Randolph Streets.

Pacific Fast Line.....	† 10 30 a m	‡ 3 45 p m
Pacific Night Express..	† 10 30 p m	§ 6 30 a m
Milwaukee Mail.....	† 8 00 a m	† 10 00 a m
Milwaukee Express....	† 9 45 a m	† 4 00 p m
Milwaukee Passenger..	† 5 00 p m	† 7 40 p m
Milwaukee Passenger..	* 11 00 p m	* 5 00 a m
St. Paul & Green Bay Ex	† 10 00 a m	† 7 15 p m
St. Paul & Green Bay Ex	** 9 00 p m	† 6 30 a m

Chicago, Milwaukee & St. Paul R'y.

Union Depot, corner Madison and Canal Sts. Ticket Office, 61 Clark Street, and at the Depot.

Milwaukee, St. Paul and Minneapolis Day Exp. †	9 00 a m	§ 7 20 a m
Milwaukee and Prairie du Chien Mail and Ex. †	4 30 p m	† 11 20 a m
Milwaukee, St. Paul and Minneapolis Night Ex †	9 00 p m	‡ 6 00 p m

SAINT LOUIS.

St. Louis, Kansas City & Northern R'y.

Formerly North Missouri R.R. Ticket Office, 113 N. Fourth St. Depot, Foot of Biddle St.

California Express.....	† 8 30 a m	‡ 6 00 p m
Kansas City Express...	* 8 30 p m	* 6 15 a m

St. Louis & Iron Mountain Railroad.

Ticket Office, 105 South Fourth Street. Depot, corner Main and Plum Streets.

Mail.....	† 8 30 a m	† 11 00 p m
Little Rock Acc'n	* 8 30 p m	† 1 50 p m

Atlantic & Pacific Railroad.

Ticket Office, 115 North Fourth Street. Depot, corner Seventh and Poplar Streets.

Springfield Day Express †	8 25 a m	‡ 7 20 p m
Texas Night Express... †	5 00 p m	‡ 6 45 a m

* Daily. † Saturday excepted. ‡ Sunday excepted.
** On Sunday runs to St. Paul only.

Michigan Central & Gt. West'n R'ys.

Depot, Foot of Lake St. and Foot of 22d St. Ticket Office, S. E. cor. Clark and Randolph Streets.

	Leave.	Arrive.
Mail (via main & air line) †	5 30 a m	‡ 8 45 p m
New York & Boston Ex. †	9 00 a m	‡ 8 00 p m
Grand Trunk Day Exp. †	9 00 a m	‡ 8 00 p m
Atlantic Ex. (via air line f'm Niles to Jackson) *	5 15 p m	* 8 00 a m
Special Grand Rapids & Pentwater Exp. (via Chicago & Mich. Lake Shore Railroad)	† 9 10 p m	‡ 6 00 a m
Night Express.....	†† 9 00 p m	‡§ 6 30 a m
Grand Trunk Night Exp	†† 9 00 p m	* 8 00 a m

Lake Shore & Michigan Southern R'y.

Depot, cor. Harrison and Sherman Sts. Ticket Office, N. W. cor. Clark and Randolph Sts.

Mail.....	† 6 40 a m	‡ 9 20 p m
Special New York Exp. †	9 00 a m	‡ 8 00 p m
Atlantic Express.....	* 5 15 p m	* 8 00 a m
Night Express.....	†† 9 00 p m	‡§ 6 30 a m

Chicago, Indianapolis & Cincinnati Through Line, via Kankakee Route.

Depot, Foot of Lake St. Ticket Offices, 121 Randolph Street, 120 Washington St., Tremont House, cor. Congress St. and Wabash Ave., also foot of 22d St.

Leave Chicago.....	† 8 00 a m	* 8 00 p m
Arrive Indianapolis.....	† 4 20 p m	* 3 50 a m
Arrive Cincinnati.....	† 9 30 p m	* 9 15 a m

SAINT LOUIS.

Missouri, Kansas & Texas Railway.

Ticket Offices, 404 Walnut St. and 115 North Fourth St. Depot, cor. Seventh and Poplar Sts.

Kansas & Texas Day Ex. †	8 25 a m	‡ 7 20 p m
Kansas & Texas Ex. Mail *	5 00 p m	* 6 45 a m
Kansas & Texas Thro. Ex †	10 00 p m	‡ 12 55 p m

Missouri Pacific Railroad.

Ticket Office, 115 North Fourth St. Depot to Seventh and Poplar Sts. 0523 &

Kansas City Express... †	8 25 a m	‡ 7 20 p m
Kansas City Express... *	5 00 p m	* 6 45 a m
St. Louis and Texas Exp †	10 00 p m	‡ 12 55 p m

§ Monday excepted. †† Saturday and Sunday excepted.
‡§ Sunday and Monday excepted.

CONDENSED LIST OF
EXCURSION ROUTES NOTED IN THIS PAMPHLET.

For details, see pages as noted hereon.

Route No.	DESTINATION.	Price of Round Trip Ticket from St. Louis.	Price of Round Trip Ticket from Cairo.	See Page
1	Milwaukee.....	\$ 19.20	\$20.40	17
2	Milwaukee.....	19.20	20.40	19
3	Milwaukee.....	19.20	20.40	19
4	Milwaukee.....	19.20	20.40	21
5	Milwaukee.....	19.20	20.40	21
6	Milwaukee.....	19.20	20.40	21
7	Milwaukee.....	19.20	20.40	22
8	Madison.....	22.60	23.80	23
9	Madison.....	22.60	23.80	23
10	Baraboo.....	26.40	27.60	26
11	Waukesha.....	20.20	21.40	27
12	Oconomowoc.....	21.70	22.90	30
13	Grand Haven.....	19.20	20.40	33
14	Green Bay.....	30.00	31.20	35
15	Green Lake.....	25.90	27.10	28
16	Green Lake.....	25.90	27.10	30
17	St. Paul.....	35.20	36.40	49
18	St. Paul.....	35.20	36.40	51
19	St. Paul.....	35.20	36.40	51
20	St. Paul.....	35.20	36.40	52
21	St. Paul.....	35.20	36.40	38
22	St. Paul.....	35.20	36.40	35
23	St. Paul.....	35.20	36.40	37
24	St. Paul.....	35.20	36.40	44
25	St. Paul.....	23.60	24.80	44
26	St. Paul.....	31.60	32.80	46
27	St. Paul.....	31.60	32.80	44
28	St. Paul.....	29.60	30.80	46
29	Duluth.....	45.20	46.40	54
30	Duluth.....	45.20	46.40	56
31	Duluth.....	45.20	46.40	56
32	Duluth.....	45.20	46.40	57
33	Duluth.....	45.20	46.40	57
34	Duluth.....	45.20	46.40	58
35	Duluth.....	45.20	46.40	58
36	Duluth.....	45.20	46.40	59
37	Duluth.....	48.20	49.40	62
38	Duluth.....	48.20	49.40	62
39	Duluth.....	48.20	49.40	63
40	Duluth.....	33.60	34.80	59
41	Duluth.....	41.60	42.80	60
42	Duluth.....	41.60	42.80	60
43	Duluth.....	39.60	40.80	61
44	Duluth.....	48.20	49.40	63
45	Marquette.....	35.20	36.40	30

MISSOURI PACIFIC RAILROAD.

A WORD TO TRAVELERS.—We have a word to say in favor of the Missouri Pacific Railroad. It was the “pioneer” line Westward, and is the “old reliable” route to St. Louis. With the improvements which have been made during the past year, we believe that the Missouri Pacific Railroad has the best track and the finest and safest equipment of any line west of the Mississippi. It is the only line which runs three daily express trains of fine Coaches and Pullman Sleepers, equipped with the Miller platform and the patent air brake, from leading points in the West, through Kansas City, Sedalia and Jefferson City to St. Louis *without change*, connecting at St. Louis with *eleven different through routes* to points North, East and South. Particular information, with maps, time tables, etc., may be had at the various “Through Ticket” Railroad Stations in the West, or upon personal or written application to G. H. Baxter, West’n Passenger Agent, Kansas City, Mo., or E. A. Ford, Gen’l Pass’r Agent, St. Louis, Mo.

EMIGRATION TURNING!

CHEAP FARMS IN SOUTH-WEST MISSOURI.—The Atlantic & Pacific Railroad Company offers 1,200,000 acres of land in Central and Southwest Missouri, at from \$3 to \$12 per acre, on seven years’ time, with free transportation from St. Louis to all purchasers. Climate, soil, timber, mineral wealth, schools, churches and law-abiding society invite emigrants from all points to this land of fruits and flowers. For particulars, address A. Tuck, Land Commissioner, St. Louis, Mo.

ST. LOUIS ROUTE EASTWARD.

The completion of the Missouri, Kansas & Texas Railway from the North to Dennison, Texas, has opened up two first-class all-rail Routes to St. Louis and the East. *At Vinita*, (364 miles from St. Louis), the trains of this “Pioneer line from the North” connect with trains of that new and splendidly built line, the ATLANTIC & PACIFIC RAILROAD, and *at Sedalia*, (189 miles from St. Louis), they connect with the popular MISSOURI PACIFIC RAILROAD. Either Route is a good one—thoroughly equipped with all modern improvements—and lands its passengers in St. Louis, the Metropolis of the Great West, in time to connect with *eleven through routes* to the North, South and East.

The St. Louis Route is destined to become the popular one to all points East. Passengers have a free choice of routes over the Missouri, Kansas & Texas Railway: *via Vinita* and the Atlantic & Pacific Railroad, or *via Sedalia* and the Missouri Pacific Railroad. Full information may be obtained at the offices of the Houston & Texas Central R. R., El Paso Mail Line, Missouri, Kansas & Texas Railway, or upon addressing E. A. Ford, General Passenger Agent, St. Louis, Mo.

THE ILLINOIS CENTRAL RAILROAD.

St. Louis & Chicago Through Line. Chicago, Dubuque & Sioux City Line.
 St. Louis & Cairo Short Line. Chicago & Springfield Line.
 St. Louis, Dubuque & Sioux City Line. Chicago, Keokuk & Burlington Line.
 Chicago, Cairo & The South. Centralia & Dubuque Line.
 Chicago & Cincinnati Line, (Kankakee Route.)

WHAT THEY ARE, AND WHERE THEY RUN.

THE ILLINOIS CENTRAL RAILROAD

Is divided into: *First*—The CHICAGO DIVISION, is formed of that part of the line extending from Chicago to Cairo, (365 miles); C. A. BECK, Superintendent, Centralia, Ill. *Second*—The NORTHERN DIVISION, is that part of the Road that runs from Centralia, Ill., to Dubuque, Iowa, (343 miles); J. C. JACOBS, Superintendent, Amboy, Ill. *Third*—The IOWA DIVISION, formed of the line from Dubuque to Sioux City, Iowa (327 miles), and a Northern Branch, running from Waterloo, Iowa (93 miles west of Dubuque), to Mona (or Lyle), Minnesota, 80 miles, (say in all 407 miles in Iowa); D. W. PARKER, Superintendent, Dubuque, Iowa; all being under the general supervision of JOHN NEWELL, President, A. L. HOPKINS, 2d Vice-President, and A. MITCHELL, General Superintendent, Chicago. The General Passenger and General Ticket departments are controlled by W. F. JOHNSON, General Passenger Agent, Chicago, and the General Freight department by JOSEPH F. TUCKER, General Freight Agent, also at Chicago.

THE ST. LOUIS AND CHICAGO THROUGH LINE

Is formed by the Illinois Central Railroad, between Chicago and Effingham (199 miles) and the St. Louis, Vandalia, Terre Haute & Indianapolis Railroad, from Effingham to St. Louis (98 miles.) Over this line run TWICE DAILY EACH WAY, BETWEEN ST. LOUIS AND CHICAGO, EXPRESS PASSENGER TRAINS, WITHOUT CHANGE OF CARS, CONDUCTORS OR TRAINMEN, AND IN AS QUICK TIME AS IS MADE BY ANY OTHER ROUTE. Over the same line freight of all kinds is transported IN THROUGH CARS, WITHOUT HANDLING OR BREAKING BULK, and at as low rates as are made by any other line.

THE ST. LOUIS AND CAIRO SHORT LINE

Is composed of the St. Louis, Belleville & Southern Illinois Railroad, St. Louis to Du Quoin (70 miles), and the Illinois Central Railroad, Du Quoin to Cairo (76 miles), forming a short line from St. Louis to Cairo, of 146 miles. Over this route is run TWICE DAILY EACH WAY, BETWEEN ST. LOUIS AND CAIRO, LIGHTNING EXPRESS PASSENGER TRAINS, WITHOUT CHANGE OF CARS, making the through run in from 5 to 6 hours. Over this line is also carried freight in through sealed cars. This line offers the shortest possible route from St. Louis to all points South and Southeast. It is from 30 to 150 miles shorter than other competing routes.

THE ST. LOUIS, DUBUQUE AND SIOUX CITY LINE

Is formed by the St. Louis, Vandalia, Terre Haute & Indianapolis Railroad, St. Louis to Vandalia, (67 miles), and the Illinois Central Railroad from Vandalia to Dubuque (313 miles), and Dubuque to Sioux City (327 miles). Close connections are made at Vandalia with the regular trains on the "Main Line" of the Illinois Central Railroad.

THE CHICAGO AND CAIRO LINE

Is the old and well-known "Chicago Branch" of the Illinois Central Railroad, and, as is also well known, extends from Chicago, south-west to Cairo, (365 miles). Over this route TWO THROUGH EXPRESS TRAINS RUN EACH WAY DAILY WITHOUT CHANGE OF CARS, and over this line numerous fast freight trains run between the above named points.

THE CENTRALIA AND DUBUQUE LINE

Is the old "Main Line" of the Illinois Central Railroad, and is too well known to need further description.

THE CHICAGO, DUBUQUE AND SIOUX CITY LINE

Is composed of the Chicago, Burlington & Quincy (Chicago to Aurora) the Chicago & Iowa (Aurora to Forreaston, Ill.) and the Illinois Central (Forreaston to Dubuque and thence to Sioux City,) Railroads, forming a through line 528 miles in length. Over this line **TWO THROUGH EXPRESS PASSENGER TRAINS RUN DAILY, WITHOUT CHANGE OF CARS**, and freight of all kinds is transported without delay and without breaking bulk.

THE CHICAGO AND SPRINGFIELD (ILL.) LINE

Is formed by the Illinois Central (Chicago to Gilman 81 miles,) and the Gilman, Clinton & Springfield (Gilman to Springfield 111 miles) Railroads, thus forming a line from Chicago to Springfield only 192 miles long. Over this line passengers and freight are daily carried with as great dispatch as over any other route.

THE CHICAGO, KEOKUK AND BURLINGTON LINE

Is composed of the Illinois Central (Chicago to Gilman 81 miles), and the Toledo, Peoria & Warsaw (Gilman to Keokuk 197 miles, and La Harpe to Burlington 20 miles,) Railroads. These roads form a short line of 278 miles between Chicago and Keokuk, and 271 miles, Chicago to Burlington, Iowa, for the accommodation of the traveling or shipping public.

THE KANKAKEE ROUTE, OR CHICAGO AND CINCINNATI LINE,

Is over the Illinois Central (Chicago to Kankakee 56 miles), Cincinnati, La Fayette & Chicago (La Fayette to Kankakee 75 miles), and Indianapolis, Cincinnati & La Fayette (Cincinnati to La Fayette 178 miles), making a through line only 309 miles long. Over this route is dispatched **TWICE DAILY EACH WAY, FAST EXPRESS TRAINS, WITHOUT CHANGE OF CARS BETWEEN CHICAGO AND CINCINNATI, MAKING THE THROUGH RUN IN ABOUT 12 HOURS.**

OVER ALL OF THESE ROUTES, SUPERB DAY COACHES AND PALACE SLEEPING CARS ARE RUN WITHOUT CHANGE. Speed, safety and comfort are guaranteed, and cheap rates for passengers and freight are at all times assured; also as fast time as is made by competing routes. From the above, it will be seen that the Illinois Central Railroad can accommodate the public in almost any direction. Let the passenger wish to start from Chicago, St. Louis, Cairo, Dubuque, Sioux City or Mona, and let him reach this road at any of the numerous junction stations, he may be sure of through trains on the Illinois Central Railroad, running both ways in fast time. You can purchase through tickets by this great route, at all the ticket offices, East, South, North or West. At Chicago, connections are made with all trains on Michigan Central, Lake Shore & Michigan Southern, Pittsburg, Fort Wayne & Chicago Railroads, for all points East, (and here is a point worth remembering: by going by this route **YOU SAVE ALL OMNIBUS TRANSFER AT CHICAGO, AS THE ILLINOIS CENTRAL CONNECTS WITH ALL OF THESE ROADS IN UNION DEPOTS. THIS SAVES A FEARFUL JOLTING ACROSS THE CITY OF CHICAGO, AND VERY FREQUENTLY PREVENTS THE BELATED PASSENGER FROM MISSING CONNECTIONS.**) It also connects with the Chicago & North-Western, and the Milwaukee & Saint Paul, for all points in Wisconsin and Minnesota. At Columbus, Ky., it connects with the Mobile & Ohio, for the Southeast, via Nashville, and for Mobile, New Orleans and all points South. (**BY THE NEW SHORT LINE NOW BUILDING FROM JACKSON, TENN., TO CAIRO, VERY SOON TRAINS WILL RUN THROUGH FROM CHICAGO AND ST. LOUIS TO NEW ORLEANS, WITHOUT CHANGE OF CARS.**) At St. Louis, connections are made with all the western railroads. At Dubuque, connections are made with the Chicago, Dubuque & Minnesota Railroad, for McGregor, La Crosse, and all points in Northeastern Iowa and Minnesota. Besides these connections, interchange of passengers and freight is made at Calumet, Matteson, Kankakee, Gilman, Paxton, Champaign, Tolono, Tuscola, Arcola, Mattoon, Effingham, Edgewood, Odin, Ashley, Tamaroa, Du Quoin, Carbondale, Sandoval, Vandalia, Pana, Decatur, Clinton, Bloomington, Normal, El Paso, Wenona, Lostant, Tonica, La Salle, Mendota, Amboy, Dixon, Forreaston, and Warren, in Illinois, and Farley, Delaware, Cedar Falls, Ackley, Fort Dodge, and Le Mars, in Iowa; all of which are stations on the Illinois Central Railroad, and which you can most expeditiously reach via the Illinois Central lines.

**Ticket Office at St. Louis,
102 N. Fourth Street.**

**W. H. STENNETT, Gen'l Agent,
ST. LOUIS, MO.**

JOHN BENTLEY, Ticket Ag't. ANDREW ATKINS, West'n Traveling Ag't.

ROUTES AND RATES FOR EXCURSION TICKETS
 — O F —
CHICAGO THROUGH LINE,
 — A N D —
ILLINOIS CENTRAL RAILROAD.
SEASON OF 1873.
FROM ST. LOUIS AND CAIRO, AND RETURN.

Note carefully the route of each "*form*" of ticket. These routes *cannot* be changed. Determine exactly where you wish to go, and by what route; and if you order tickets by mail, give the number of the route you select, and *with your order send the money to* pay for the tickets you wish. Send the amount by Post Office Money Order, or by Express.

For tickets from St. Louis, send your orders to JOHN BENTLEY, TICKET AGENT, Illinois Central R. R., 102 North 4th Street, St. Louis, Mo. For tickets from Cairo, send your orders to James Johnson, Agent, Illinois Central Railroad, Cairo, Ill.

For children between the ages of five and twelve years, half of the rates named herein will be charged for tickets over any of these routes. Children over 12 years will be charged full rates.

Passengers holding Excursion Tickets can stop off anywhere en route, and resume their journey at pleasure.

On leaving St. Louis, you take the trains of the Chicago Through Line; (for particulars in regard to this Line, see another page.) These trains run through from St. Louis to Chicago, WITHOUT CHANGE OF CARS, *Conductors, or Train Men.* Palace Sleeping Cars are run on all night trains, and Elegant Day Coaches and Smoking Cars on all day trains. On this Route you pass through—

Collinsville, (11 miles from St. Louis.) This is a pleasant little village on the first line of "bluffs" after crossing the great "American Bottom," (which is the old bed of the Mississippi,) beyond East St. Louis. The village contains about 2,000 persons, many of whom do business at St. Louis. They enjoy the fresh air and quiet of the country, and yet are within hearing of the roar of the "Future Great City."

Highland, (30 miles from St. Louis.) Population about 2,500, the great majority being of German birth or descent.

Greenville, (50 miles from St. Louis.) Here is the county seat of Bond county. A very fine farming country is tributary to this town, and, until the completion of the Vandalla line to this point, Greenville had the trade of the county for many miles on every side of it, and reaped a rich harvest therefrom. At this place is located a female seminary, (under the auspices of the Baptist Church,) that has long enjoyed the reputation of being one of the best in the State.

Vandalia, (from St. Louis 67 miles, and from Dubuque 312 miles.) This is the county seat of Fayette county, and for many years was the Capital of the State. The old "State House" is still standing, and from the cars presents a not mean appearance, even in this day of gaudy adornment of public buildings. At this place the "Main Line," or Northern Division of the Illinois Central R. R. is crossed, and those going via Dubuque *here* leave the "Chicago Through Line," and journey northward on the Illinois Central R. R. proper. Between this point and Effingham you pass through several thriving villages, and at Altamont you cross the line of the Springfield & Illinois Southeastern R. R.

Effingham, (97 miles from St. Louis.) Here you reach the Illinois Central Railroad again, and from here to Chicago you do not leave that road. At Effingham, tourists who left Cairo by the trains of the Illinois Central, will meet those who left St. Louis by the Chicago Through Line, and hereafter you can journey on in company.

Effingham is the county seat of Effingham county, and now, having two railroads meeting here, is largely increasing her population and business.

We have not space to give anything like a full description of any of the cities and towns on the route. We will merely name some of the most prominent, and say that during the excursion season, the entire trip in Illinois may be likened to passing through a garden. Prairie flowers on every hand bloom in profuse luxuriance, and mile on mile, as far as the eye can reach, is to be seen the waving corn, the wheat and oat fields in their green or golden hue, and the "cattle on a thousand hills," for this is "the land of milk and honey," if there be such in America.

Mattoon. Crossing of Indianapolis & St. Louis R. R.; also southeastern terminus of Chicago & Illinois Southern R. R.

Passengers leaving St. Louis in the morning take dinner at Mattoon. Ample time is given for meals at all "eating points."

Toledo. Crossing of Toledo, Wabash & Western R. R.

Champaign, Ill. Crossing of Ind., Bloomington & Western R. R.; also R. R. and Express station for Urbana, two miles east. The best hotel is the Doane House, at depot.

Gilman. Crossing of the Toledo, Peoria & Warsaw R. R., and the northeastern terminus of Gilman, Clinton & Springfield R. R. Cars run between Chicago and Springfield via Gilman without change.

Kaukaee. Western terminus of Cincinnati, Lafayette & Chicago R. R.

Matteson. Crossing of the Illinois Central and Joliet Cut-off of Mich. Cent. R. R.

Calumet. One-fourth of a mile west of Calumet Lake. Junction of the Mich. Cent. with the Ill. Cent. R. R. Dining room, etc., in depot.

Chicago. Estimated population at the present time, 441,000; is the metropolis of the Northwest, the largest city in Illinois, and the county seat of Cook county; situated on the southwest shore of Lake Michigan, 14 miles from its extreme southern point, and at the mouth of Chicago river.

No city upon the globe can boast of more rapid or substantial growth than Chicago. A few years ago its present site was but an Indian village. Major Long, in his expedition to examine the sources of the St. Peters river, thus speaks of it: "The village presents no cheering prospects, as, notwithstanding its antiquity, it consists of but a few huts, in-

We borrow from the admirable Railway Guide of Rand, McNally & Co., the descriptions of many of the towns we name in these pages.

ILLINOIS CENTRAL RAILROAD.

Clinton & Springfield Line.

TIME TABLE CORRECTED TO MAY 1st, 1873.

		Day Exp. Ex. Sunday	Night Exp. Ex. Satur'y
Leave	Chicago (Central Depot)	7.30 A.M.	8.15 P.M.
"	Chicago (22d Street).....	7.43 "	8.28 "
"	Grand Crossing.....	8.00 "	8.45 "
"	Calumet.....	8.10 "	8.55 "
"	Matteson.....	8.43 "	9.26 "
"	Kankakee.....	9.50 "	10.25 "
Arrive	Gilman.....	10.52 "	11.20 "
Leave	Gilman.....	11.20 "	11.30 "
"	Ridgeville	11.34 "	11.44 "
"	Melvin	12.10 P.M.	12.20 A.M.
"	Gibson	12.37 "	12.46 "
"	Farmer City.....	1.30 "	1.50 "
Arrive	Clinton.....	2.30 "	2.37 "
I. C. R. R. Main Line.	Leave Clinton, going South.....	4.47 P.M.	.....
	Arrive Decatur.....	5.40 "	.....
	" Moawequa.....	6.38 "	.....
	" Assumption.....	6.58 "	.....
I. C. R. R. Main Line.	" Pana	7.22 "	.....
	Leave Clinton.....	2.30 P.M.	2.37 A.M.
"	Kinney.....	2.52 "	2.59 "
"	Mt. Pulaski	3.25 "	3.32 "
"	Barclay.....	4.06 "	4.14 "
Arrive	Springfield.....	4.32 "	4.41 "

PEORIA & KEOKUK LINE.

TIME TABLE CORRECTED TO MAY 1st, 1873.

		Night Exp. Ex. Sunday
Leave	Chicago (Central Depot).....	8.15 P.M.
"	Chicago (22d Street).....	8.28 "
"	Grand Crossing.....	8.45 "
"	Calumet.....	8.55 "
"	Matteson.....	9.26 "
"	Kankakee.....	10.25 "
Arrive	Gilman	11.20 "
Leave	Gilman.....	11.20 "
"	Chatsworth.....	12.01 A.M.
"	Fairbury.....	12.50 "
"	Chenoa	1.05 "
"	El Paso	1.48 "
Arrive	Peoria	3.15 "
Leave	Peoria	3.20 "
"	Canton.....	4.40 "
"	Pushnell.....	5.57 "
Arrive	Burlington	7.58 "
"	Hamilton.....	8.03 "
"	Keokuk.....	8.10 "
"	Warsaw.....	8.35 "

On Saturdays this Train leaves at 5.15 P. M.

FROM ST. LOUIS—VIA ILLINOIS CENTRAL ROUTE TO CAIRO AND THE SOUTH.

WITHOUT CHANGE OF CARS:

From and after May 1st, 1873, Trains will run as follows. Omnibuses leave Ticket Office, 102 N. Fourth St., St. Louis.

VIA CAIRO & JACKSON LINE.

Le. St. Louis.....	7.45 A.M.	7.45 P.M.
“ East St. Louis.....	8.30 “	8.25 “
Ar. Cairo.....	3.45 P.M.	3.45 A.M.
Le. Cairo.....	4.00 “	4.30 “
“ Columbus, Ky.....	6.30 “	6.45 “
Ar. Union City, Tenn.....	8.05 “	8.05 “
“ Humboldt, “.....	10.30 “	10.30 “
“ Memphis, “.....	2.30 A.M.	2.50 P.M.
“ Little Rock, Ark.....	7.25 P.M.	11.30 A.M.
“ Jackson, Tenn.....	11.30 A.M.	11.30 A.M.
“ Grand Junction.....	2.00 A.M.	2.10 P.M.
“ Holly Springs.....	3.25 “	3.45 “
“ Water Valley.....	5.35 “	5.55 “
“ Grenada.....	7.05 “	7.20 “
“ Canton.....	11.25 “	11.45 “
“ Jackson.....	12.35 P.M.	1.00 A.M.
“ Vicksburg.....	5.40 P.M.	4.20 “
“ Magnolia.....	5.25 “	5.25 “
“ New Orleans.....	11.00 “	10.35 “

VIA CAIRO AND NASHVILLE.

Le. St. Louis.....	7.45 A.M.	8.20 P.M.
“ East St. Louis.....	8.30 “	9.00 “
Ar. Cairo.....	3.45 P.M.	3.45 A.M.
Le. Cairo.....	4.00 “	4.30 “
“ Columbus, Ky.....	6.30 “	6.45 “
Ar. Union City.....	8.05 “	8.05 “
“ Nashville.....	5.00 A.M.	4.45 P.M.
“ Murfreesboro.....	10.15 “	6.55 “
“ Chattanooga.....	5.05 P.M.	12.45 A.M.
“ Dalton.....	7.47 “	3.15 “
“ Atlanta.....	1.18 A.M.	9.15 “
“ Macon.....	7.30 “	6.10 P.M.
“ Rome.....	“	8.05 A.M.
“ Calera.....	“	4.55 “
“ Selma.....	9.00 “	8.00 A.M.
“ Montgomery.....	“	7.40 “
“ Cleveland.....	11.30 P.M.	12.10 P.M.
“ Knoxville.....	3.30 A.M.	7.30 “
“ Bristol.....	10.30 “	8.45 A.M.
“ Lynchburg.....	10.45 P.M.	7.30 “
“ Savannah.....	6.15 “	8.30 P.M.
“ Charleston.....	9.30 A.M.	8.30 P.M.

VIA CAIRO AND MOBILE & OHIO R. R.

Le. St. Louis.....	7.45 A.M.	7.45 P.M.
“ East St. Louis.....	8.30 “	8.25 “
Ar. Cairo.....	3.45 P.M.	3.45 A.M.
Le. Cairo.....	4.00 “	4.30 “
“ Columbus, Ky.....	6.30 “	6.45 “
Ar. Jackson.....	11.35 “	11.30 “
“ Corinth.....	2.20 A.M.	2.10 P.M.
“ Tusculum.....	1.08 P.M.	7.59 “
“ Decatur.....	3.10 “	10.11 “
“ Chattanooga, via Corinth.....	9.30 “	5.00 A.M.
“ Okolona.....	6.20 A.M.	5.50 P.M.
“ Muldon.....	7.43 “	7.09 “
“ West Point.....	8.13 “	7.52 “
“ Artesia.....	9.05 “	8.15 “
“ Macon, Miss.....	10.45 “	9.35 “
“ Narketa.....	1.10 P.M.	11.46 “
“ Meridian.....	2.40 “	1.10 A.M.
“ York.....	7.43 “	7.43 “
“ Selma.....	1.50 P.M.	8.20 A.M.
“ Mobile.....	10.40 P.M.	2.25 P.M.
“ New Orleans.....	3.08 A.M.	4.52 “
“ Pensacola Junction.....	3.08 A.M.	4.52 “
“ Pensacola.....	7.00 “	“

Palace Sleeping Cars on all Night Trains

THIS IS THE CAIRO SHORT LINE ROUTE

Trains run through via Belleville and Southern Illinois Railroad and Duquoin. Thirty-five miles the shortest route South.

H. S. DEPEW,
Gen'l Trk't Agt. B. & S. I. R. R.,
ST. LOUIS.
W. P. JOHNSON,
Gen'l Pass'r Agt. I. C. & N. R. R.,
CHICAGO.

W. H. STENNETT, General Agent, ST. LOUIS.

habited by a miserable set of men, scarcely equal to the Indians from whom they are descended. Their log or bark houses are low, filthy and disgusting, displaying not the least trace of comfort. Chicago is perhaps one of the oldest settlements in the Indian country; its name, derived from the Pottawatomie tongue, signifies either a skunk or wild onion; and either of these significations has been given it." Mention is made of the place as having been visited in 1671 by Perot, who found "Chicago" to be the residence of a powerful chief of the Miamis. The number of trails centering at this point, and their apparent antiquity, indicate that it was probably for a long period the site of a large Indian village.

In 1848 there was no railway leading to or from Chicago. The whole State had but 55 miles of railroad, extending from Meredosia, on the Illinois river, to Springfield. The Illinois and Michigan canal had just been opened, and gave the first real and great impetus to trade, and the prosperity of the city. Five days was then quick time in the summer between New York and Chicago. The route was by steamer to Albany; thence by rail to Buffalo; by steamer from Buffalo to Detroit; thence by the Michigan Central Railway to Kalamazoo; thence by stage to St. Joseph, and steamer thence to Chicago.

Sixteen miles of the Galena Railway were opened to Cottage Hill in 1849, and the opening of the road to Elgin on the 22d of January, 1850, was a grand affair. The Michigan Southern was the first road to reach the city from the East, in February, 1852, and the Michigan Central was opened some three or four months later. To-day Chicago is the western terminus of the Michigan Central, the western terminus of the Chicago & Michigan Lake Shore, (via the M. C. track from New Buffalo); the northwestern terminus of the Indianapolis, Peru & Chicago, (via the M. C. track from Michigan City); the western terminus of the Lake Shore & Michigan Southern; the northwestern terminus of the Pittsburg, Fort Wayne & Chicago, and the Pittsburg, Cincinnati & St. Louis; the northern terminus of the Louisville, New Albany & Chicago, and the Chicago, Danville & Vincennes, (via the Pittsburg, Cincinnati & St. Louis track); the northern terminus of the ILLINOIS CENTRAL; the northeastern terminus of the Chicago & Alton, and the Chicago, Burlington & Quincy, (with her eleven branches); the eastern terminus of the Chicago, Rock Island & Pacific; the converging point of the eight distinct lines of the Chicago & Northwestern Railway; and southern terminus of Milwaukee & St. Paul R. R.—J. R. ROBINSON.

No city in the United States has increased so rapidly as Chicago. The first census was taken in 1837, the entire population numbering 4170. In 1840 the census was 4853; in 1850, 29,963; in 1860, 110,973; and in 1870, 298,977. Although having been the scene of the most disastrous conflagration known in the history of the world, the population is at the present time even greater than that shown by the last census. During the fire of October 8-9, 1871, all that portion of the city north of Harrison street, and east of the North and South branches of the river, was entirely consumed, representing an area of nearly 3,000 acres in extent, and embracing all the business and much of the residence portion of the city.

Notwithstanding the great damage to all business interests, the statistics of trade of all kinds, for the year 1872, compare most favorably with those of any previous year, and with the present prospects, the aggregate for the year 1873 promises to exceed all others.

The elevator capacity of Chicago before the fire was 11,580,000 bushels. The fire destroyed but three elevators of importance, reducing the aggregate storage capacity some hundreds of thousands of bushels only; others are in process of erection, and before the winter of '73-4, the storage capacity of the city will be greater than ever.

The great importance of the Lumber Trade in the Northwest involves a financial and

commercial interest almost beyond computation. For many years Chicago has been the largest lumber market in the world. The total amount received during the year 1871, was over one thousand million feet, one hundred and fifty-eight million shingles, and one hundred and two million lath, the sales of which in the aggregate amounted to nearly seventeen million dollars. The increased demand the present year over any previous one, will doubtless materially enlarge these figures.

From the Fire Marshal's report for the year 1871, we are able to deduce some valuable statistics concerning the great conflagration.

The marshal limits the fire to a duration of 28 hours, and places the number of buildings destroyed at 25,000, covering an area of 2,000 acres. His estimate of the losses is undoubtedly trustworthy, ample time having been employed to ascertain the details. The loss to the Fire Department he makes \$146,076.09, and divides the general losses as follows:

BUILDINGS.

Business blocks.....	\$33,515,000
Railroad depots, and Chamber of Commerce.....	2,700,000
Hotels.....	3,100,000
Theatres.....	865,000
Buildings and Publishing Companies.....	888,000
Public Buildings, City and County.....	3,384,800
Schools and Churches.....	3,238,780
Brick and Frame Dwellings, and light business places.....	3,808,420
Total.....	\$52,000,000

PERSONAL PROPERTY.

Grain and Flour.....	\$ 1,332,500
Produce and Provisions.....	2,280,000
Lumber and Coal.....	1,444,000
Dry Goods.....	13,500,000
Boots, Shoes and Leather.....	1,175,000
Books and Paper stocks.....	1,845,000
Groceries and Drugs.....	5,185,000
Clothing and Millinery.....	5,260,000
Hardware.....	3,810,000
Musical Instruments and Jewelry.....	2,900,000
Hats, Caps and Furs.....	1,060,000
Stock, Machinery and Products.....	13,255,000
Stocks and Business Furniture.....	26,775,000
Household Property.....	41,000,000
Manuscript Works, and Public Records.....	10,000,000
Libraries and Moneys.....	7,710,000
Total.....	\$138,526,500

Total loss..... \$190,526,500

Total Insurance on same..... 90,000,000

Loss over Insurance..... \$100,526,500

Hotels of Chicago. Of all the magnificently appointed hotels, justly the pride of Chicago and the Northwest, but two or three escaped the general destruction. While the city was still in flames, plans were being matured for new structures, and at the present time (summer of '73) it is estimated that the hotel property actually in process of erection, when completed, will in the aggregate cost more than thirteen million dollars.

CHICAGO & NORTH-WESTERN R'Y,

Embracing, under one Management, the
Great Trunk Railway Lines
OF THE NORTHWEST.

THE DIRECT & ONLY ALL RAIL ROUTE
FROM CHICAGO TO
Points on Green Bay and Lake Superior.

THE "PIONEER LINE" CARRYING ALL CLASSES OF PASSENGERS

From CHICAGO to ST. PAUL and intermediate points **Without Change of Cars.**
This route passes through Madison, the Lake District, and the wonderful Baraboo Valley, thus affording to passengers the most picturesque and delightful scenery to be found in the Northwest.

The old established and favorite "Lake Shore Route,"
TO KENOSHA, RACINE AND MILWAUKEE.

SPECIAL INDUCEMENTS GIVEN TO EXCURSIONISTS

Wishing to visit the remarkable Mineral Regions of the Lake Superior Country.

THROUGH TICKETS TO ALL POINTS IN THE NORTHWEST

Can be procured at all principal Ticket Offices in the United States.

Ask for Tickets via the "Chicago & North-Western."

M. HUGHITT,
Gen'l Superintendent.

H. P. STANWOOD,
Gen'l Pass. Agent.

ROUTE No. 1.**St. Louis or Cairo to Milwaukee and return. All Rail.****Tickets \$19.20 each from St. Louis.****" \$20.40 " " Cairo.**

St. Louis to Chicago.....Via Chicago Through Line.
 or Cairo to Chicago....." Illinois Central R. R.
 Chicago to Milwaukee....." Chicago & Northwestern R. R.

*Return via same route.***CHICAGO TO MILWAUKEE, VIA MILWAUKEE DIVISION CHICAGO & NORTH-WESTERN RAILWAY.****Chicago, Ill.** From Kinzie Street Depot.

Evanston, Ill. Beautifully situated on the shore of Lake Michigan, twelve miles north of Chicago. Being within easy distance of the city, it is considered a desirable location for suburban residences, and particularly so, from the educational advantages it possesses. It is the seat of the Northwestern Female College, the Northwestern University, and the Garrett Biblical Institute; also the location of the Illinois State Soldiers' Home and the Greenleaf Public Library.

Waukegan, Ill. County seat of Lake county; on the shore of Lake Michigan, situated on a high bluff commanding an extensive view of the lake. There is here one weekly paper, one National bank and a good local business interest.

Kenosha, Wis. Junction and eastern terminus of Kenosha Division of Chicago & North-Western R'y. County seat of Kenosha county, on the shore of Lake Michigan, at the mouth of Kenosha river which forms an excellent harbor. It has two or three weekly papers, one National bank, and a large local manufacturing interest.

Racine, Wis. Eastern terminus of Racine Branch of Western Union Railroad; county seat of Racine county, on the lake shore, at the mouth of Root river, which here furnishes one of the best harbors on the lake. Location of Racine College and the Taylor Orphan Asylum. It has also four weekly papers, two National banks, one private bank, a good manufacturing interest, and is the center of an active trade. Its manufactures are chiefly hard wood timber, and include the extensive establishments of J. I. Case & Co.'s threshing machines, Daniel Bull's fanning mills, and others of more local importance.

And then you reach Milwaukee.

Some people say that, in the event of an accident, it is best to sit in the rear car—others would prefer the center car—and others would like to sit well forward. Such is the difference of opinion. But if you were to ask me which I would choose, I should say, let me sit in my arm-chair at home.

Chicago, Milwaukee & St. Paul Railway.

(MILWAUKEE & ST. PAUL R'Y CO.)

THROUGH FROM CHICAGO

— TO —

St. Paul and Minneapolis.

THE ONLY THROUGH LINE VIA MILWAUKEE.



This line reaches more Business Centers and Pleasure Resorts, without change, than any other Northwestern line from Chicago. Among the prominent Tourist Resorts local to this line, are Waukesha, Pewaukee, Hartland, Oconomowoc, Kilbourn City, (and the "Dalles of the Wisconsin River,") Frontenac, Lake Pepin, Fort Snelling, and Minne-ha-ha Falls. Added to the above, this Road passes along the shore of the Upper Mississippi River, for one hundred and thirty miles, in full view of all its grand scenery, and is the most pleasant route in the country.

In addition to the above points of resort of summer travel are *Green Lake*, in Wisconsin, near Ripon, on the line of this Company, and Madison, the capital of Wisconsin, on the line of this Road. The several lines owned and operated by this Company, *direct*, aggregate **1,451** miles at the present time; and the Company is constantly adding thereto by extensions in Iowa, Minnesota and Wisconsin.

The distance from Chicago to Milwaukee and St. Paul is as short as the shortest. The Road is fully stocked with Palace Day and Sleeping Coaches, and every appliance for convenience and comfort, including the best of Eating Houses at convenient points.

ROUTE No. 2.**St. Louis or Cairo to Milwaukee and return. All Rail.****Tickets \$19.20 each from St. Louis.****“ \$20.40 “ “ Cairo.**

St. Louis to Chicago.....Via Chicago Through Line.
 or Cairo to Chicago.....“ Illinois Central R. R.
 Chicago to Milwaukee.....“ Milwaukee & St. Paul R. R.

*Return via same route.***CHICAGO TO MILWAUKEE.**


By the way of the Chicago, Milwaukee & St. Paul Railroad you pass through a new country. The line from Chicago to Milwaukee has just been opened, and is as well built a line as there is anywhere. The road and equipments are first-class in every respect; its managers and officers old railroad men, and its trainmen careful and thoroughly posted in their line of duty.

ROUTE No. 3.**St. Louis or Cairo to Milwaukee and return. Rail and Steamer.****Tickets \$19.20 each from St. Louis.****“ \$20.40 “ “ Cairo.**

St. Louis to Chicago.....Via Chicago Through Line.
 or Cairo to Chicago.....“ Illinois Central R. R.
 Chicago to Milwaukee.....“ Steamer.

*Return via same route.***GOODRICH TRANSPORTATION CO.**

The above is the corporate name for a line of staunch side-wheel Steamers that run from Chicago to Racine, Milwaukee, Port Washington, Sheboygan, Manitowoc, Two Rivers, St. Joseph, Grand Haven, Muskegon, Manistee, etc. They also leave tri-weekly for Kewaukee, Ahnapee, Green Bay, Menominee, Oconto, etc. The boats are elegantly equipped with everything requisite for the comfort of the traveling public. It will be noticed that a portion of our “routes” are to or from Chicago over the boats of this line.

 Berths only are included in the fare on all routes via Steamer from Chicago. Meals will be charged extra.

1873.

GOODRICH

1873.

Transportation Company

A. E. GOODRICH, Pres't, Chicago.

THOS. G. BUTLIN,
Superintendent.

J. M. GOODRICH,
Vice-President.

WM. H. WRIGHT,
Sec'y and Treas.

The finest Lines of Passenger Steamers on the whole chain of Lakes, are those of the "GOODRICH TRANSPORTATION CO." And they are the **only large Side Wheel Passenger Steamers** on the upper Lakes.

The Steamers owned by this Company are nine in number, and nearly all new. They consist of five large and elegant side-wheel low pressure Steamers, and four **A 1** upper cabin Propellers. **These Nine Steamers** form five separate Lines on Lake Michigan.

No finer summer pleasure trip can be found than that which can be enjoyed on these splendid Steamers.

For any information required, Passage or Freight, apply to or address

G. HURSON,
AGENT, MILWAUKEE.

A. E. GOODRICH,
PRESIDENT, CHICAGO.

Lake Michigan West Shore Line.

The New and Magnificent Low Pressure Side Wheel Passenger Steamers SHEBOYGAN and MANITOWOC, will form a Daily Line between Chicago, Milwaukee, Sheboygan, etc., as follows: Leave Chicago every morning (Sundays excepted), at 9.00 o'clock.

Lake Michigan East Shore Line.

The Side Wheel Passenger Steamers ALPENA and MUSKEGON will form a Daily Line between Chicago, Grand Haven and Muskegon, as follows: Leave Chicago every evening (Sundays excepted), at 7.00 o'clock.

ST. JOSEPH LINE TO THE GREAT FRUIT COUNTRY!

The New and Splendid Side Wheel Passenger Steamer CORONA will leave Chicago for St. Joseph every morning (Sundays excepted), at 10.00 o'clock. Saturday's Boat will not leave until 11.30 P. M.

GREEN BAY LINE.

The **A 1** Upper Cabin Steamers OCONTO, TRUESDELL and ST. JOSEPH will form a Semi-weekly Line between Chicago and Green Bay, touching at all intermediate ports as follows: Leave Chicago every Tuesday and Friday evenings, at 7.00 o'clock.

ROUTE No. 4.**St. Louis or Cairo to Milwaukee and return. Rail and Steamer.****Tickets \$19.20 each from St. Louis.****" \$20.40 " " Cairo.**

St. Louis to Chicago.....	Via Chicago Through Line.
or Cairo to Chicago.....	" Illinois Central R. R.
Chicago to Milwaukee.....	" Chicago & Northwestern R. R.
Milwaukee to Chicago.....	" Steamer.
Chicago to St. Louis.....	" Chicago Through Line.
or Chicago to Cairo.....	" Illinois Central R. R.

ROUTE No. 5.**St. Louis or Cairo to Milwaukee and return. Rail and Steamer.****Tickets \$19.20 each from St. Louis.****" \$20.40 " " Cairo.**

St. Louis to Chicago.....	Via Chicago Through Line.
or Cairo to Chicago.....	" Illinois Central R. R.
Chicago to Milwaukee.....	" Milwaukee & St. Paul R. R.
Milwaukee to Chicago.....	" Steamer.
Chicago to St. Louis.....	" Chicago Through Line.
or Chicago to Cairo.....	" Illinois Central R. R.

ROUTE No. 6.**St. Louis or Cairo to Milwaukee and return. Rail and Steamer.****Tickets \$19.20 each from St. Louis.****" \$20.40 " " Cairo.**

St. Louis to Chicago.....	Via Chicago Through Line.
or Cairo to Chicago.....	" Illinois Central R. R.
Chicago to Milwaukee.....	" Steamer.
Milwaukee to Chicago.....	" Chicago & Northwestern R. R.
Chicago to St. Louis.....	" Chicago Through Line.
or Chicago to Cairo.....	" Illinois Central R. R.

Always check your baggage before starting; but if you lose your checks afterwards you might as well have saved yourself the trouble of checking it.

Babies are the coupons attached to the bonds of matrimony. The interest is due at random.

ROUTE No. 7.**St. Louis or Cairo to Milwaukee and return. Rail and Steamer.****Tickets \$19.20 each from St. Louis.****" \$20.40 " " Cairo.**

St. Louis to Chicago.....	Via Chicago Through Line.
or Cairo to Chicago.....	" Illinois Central R. R.
Chicago to Milwaukee.....	" Steamer.
Milwaukee to Chicago.....	" Milwaukee & St. Paul R. R.
Chicago to St. Louis.....	" Chicago Through Line.
or Chicago to Cairo.....	" Illinois Central R. R.

Milwaukee. This city is most delightfully situated on the western shore of Lake Michigan, on a magnificent bay, formed by two projecting headlands which make a safe and extensive harbor. The bay is some nine miles in width, and affords a refuge for vessels in case of storms. The Milwaukee river flows down from the north, at an average distance of from half to three-quarters of a mile from the lake, till it reaches a point a little south of the center of the city, when it turns at almost a right angle and flows into the lake, through an artificial cut. This has made the passage to the lake much shorter, and has resulted in the closing up of the old mouth of the river, some mile or so below. Just where the Milwaukee turns to reach the lake it is joined by the Menomonee river, which, after winding for two miles through a wide marsh, is lost in its larger neighbor. The two rivers divide the city into what are known as the east, west and south sides. Milwaukee contains a population of about 90,000 people. It is regularly laid out: the streets are wide and are lined with buildings eminently adapted for all the requirements of so extensive a place. The business part of the city lies on either side of the river and follows it up closely for over two miles. As you go back from the river you find yourself gradually ascending, till you stand on an elevation of considerable height, and can see the city spread out at your feet. The streets have a gradual rise, therefore, as you recede from the river, and when you come to the lake shore you stand on a high bluff. These two rivers, the Milwaukee and Menomonee, give vessels and steamers easy access to the very heart of the city, and afford great assistance to the heavy commerce carried on. The healthfulness of the city is something remarkable. Its location, the cleanliness of the streets, the admirable sanitary regulations which are stringently enforced, and the intelligence of the people, all combine to prevent any disease from obtaining a foothold and to keep at a distance those epidemics which so frequently prevail in large cities. The stranger who visits Milwaukee is at once struck by its neat and clean appearance. This is due to the care taken in keeping the streets in excellent order, but largely, also, to the cream-colored brick, widely known as "Milwaukee brick," of which the buildings are almost exclusively constructed. These facts, together with the width of the streets, give the place a most charming and delightful look, affording a pleasing variation to the monotonous rows of glaring red bricks met with in the

large eastern cities. As a summer resort, Milwaukee possesses many peculiar attractions that are every year becoming more widely known, and that specially commend it to those who seek rest and recuperation during the hot months of the year. Situated on the banks of a beautiful lake it is fanned by the invigorating breezes that pour in an almost continual current over the broad waters. These bring relief and comfort, even in the hottest seasons. The hotel accommodations are of the very finest character.

ROUTE No. 8.

St. Louis or Cairo to Madison and return. All Rail.

Tickets \$22.60 each from St. Louis.

“ \$23.80 “ “ **Cairo.**

St. Louis to Chicago.....Via Chicago Through Line.
or Cairo to Chicago..... “ Illinois Central R. R.
Chicago to Madison..... “ Chicago & Northwestern R. R.

Return via same route.

ROUTE No. 9.

St. Louis or Cairo to Madison and return. All Rail.

Tickets \$22.60 each from St. Louis.

“ \$23.80 “ “ **Cairo.**

St. Louis to Chicago.....Via Chicago Through Line.
or Cairo to Chicago..... “ Illinois Central R. R.
Chicago to Madison..... “ Milwaukee & St. Paul R. R.

Return via same route.

Madison. Capital of the State of Wisconsin, and county seat of Dane Co. The junction of the Prairie du Chien Division and the Madison branch of the Milwaukee & St. Paul Railway, at the crossing of the Madison Division of the Chicago & Northwestern Railway; also the southern terminus of the Madison & Portage R. R.

The city is pleasantly situated on an isthmus about three-fourths of a mile wide, between Lakes Mendota and Monona, in the center of a broad valley, surrounded by heights from which it can be seen at a distance of several miles. Lake Mendota lies northwest of the town, is six miles long, and four miles wide, with clean, gravelly shores, and a depth sufficient for navigation by steamboats (estimated at about 60 feet.) Lake Monona is somewhat smaller.

The Capitol building is a beautiful stone structure, standing on an eminence 70 feet above the level of the lakes, in the centre of a public park of 14 acres, and contains the very valuable State Historical Library, the State Library, and collections of the Academy of Science, Arts and Letters. (Its cost was \$500,000.) The new U. S. Court House and Post Office is a costly and handsome edifice. The newly appointed U. S.

District Judge resides here, and much business is done in the court recently organized. The streets which lead from the Capitol towards the cardinal points descend gradually to the shores of the lakes, excepting the one which extends westward to College Hill. On this eminence, one mile west of the Capitol, and about 125 feet above the lake, is situated the University of Wisconsin, which has 20 professors and instructors, a good law department, and a department for females, with a building expressly for them.

Among the best of its hotels is the LAKE SIDE HOUSE. This beautiful and popular summer resort, which many of our readers will ever remember with pleasure, has lately been renovated and greatly improved, and few watering places in the country now present more inviting and attractive features. It is located in the most healthy and delightful portion of the Northwest, and easy of access from all parts of the West and South.

The Hotel is situated on the south margin of the beautiful Lake Monona, directly opposite and in full view of Madison, the Capital of Wisconsin.

The grounds comprise some thirty acres, bordering the Lake for half a mile, and the natural scenery around Lake Side is unrivaled in variety, beauty and grandeur. The shady oak groves offer excellent walks and promenades, and grounds are laid out for games of various kinds. Beautiful shady drives and fine roads for riding in many directions from the Hotel, add to the attractions, and excellent stable accommodations are prepared for those wishing to keep their own horses. Also good livery outfits kept on the premises.

The Lake abounds with a variety of the finny tribe, and good fishing boats and tackle for lovers of sport, and excellent sail and row boats for seekers of pleasure are provided. Bathing facilities are also prepared, and in fact anything and everything that can help to make the place attractive and pleasant has been provided. A steamer plies every few minutes between Lake Side and Madison, a distance of one and a quarter miles.

A great many efforts have been made to depict the beauties of the location, but no words can convey an adequate idea of what is indeed indescribable. The reason of this is, that every new point of observation creates a shifting panorama—that no two exhibit the same scenery. From any considerable elevation, a circuit of near thirty miles in every direction is visible. Four lakes lie embosomed like gems, shining in the midst of groves of forest trees, while the gentle swells of the prairies, dotted over by fields and farms, lend a charm to the view which words cannot depict. From the dome of the Capitol to the dome of the State University, the whole bearing and aspect of the country is so changed as scarcely to be recognized as identical. On the west, the lofty peak of the West Blue Mound, twenty-five miles away, towers up against the sky, like a grim sentinel guarding the gateway toward the setting sun, while the intermediate setting is filled in with swelling hills, majestic slopes, levels, and valleys of rivers and rivulets. Madison is the center of a circle whose natural beauties compass all that is charming to the eye, grateful to the senses, pleasing to the imagination, and which from its variety and perfection, never grows tedious or tiresome to the specta-

LAKE SIDE HOUSE,

MADISON, WISCONSIN.




The House is open from June 15th to October 1st. Having been enlarged and numerous improvements made, it now offers all the comforts and attractions of a

First Class Summer Resort.

The grounds are large and beautiful, bordering the Lake Shore nearly half a mile. Fishing splendid, and plenty of Boats.

THE PROPELLER "LAKE SIDE"

Plies regularly between the City and Lake Side.

 For particulars, address

WM. F. ROOS,

Proprietor.

tor. The good taste of the citizens has preserved the native forest trees, so that its dwellings are embowered in green, and buried in foliage in the proper season, to that extent that the whole city cannot be seen from any point of view. It is, in itself, unique, like its surroundings, and the transient traveler gains no conception of the place by barely passing through it.

ROUTE No. 10.

St. Louis or Cairo to Baraboo and return. All Rail.

Tickets \$26.40 each from St. Louis.

" \$27.60 " " Cairo.

St. Louis to Chicago.....Via Chicago Through Line.
or Cairo to Chicago....." Illinois Central R. R.
Chicago to Baraboo " Chicago & Northwestern R. R.

Return via same route.

The Devil's Lake. The bluffs of the Wisconsin at the point where the Baraboo river embouches into the valley, are six hundred feet in height. In the midst of this enormous rocky stratum is a deep fissure or gorge, depressed over four hundred feet from the surface, hemmed in by mighty precipices, which constitute the basin of a body of water, about a mile and a half in length by a half mile in breadth, known as the Devil's Lake. It reposes like a dew drop in its mighty casket, and from its profound depths reflects the dark shadows of the beetling crags that environ it. The level of the waters is one hundred and ninety feet above the Wisconsin river, and it is supposed that the bottom reaches below that of the river. There is not in the West a sample of as bold, rugged, and striking scenery, or one more pleasing to the tourist. The country about has been the former seat of intense igneous action, and it is generally supposed that the cavity was created by the sinking of the bottom through volcanic agency. This is not, probably, correct, but no explanation of the origin of this strange lake has ever been vouchsafed, at least no satisfactory one. A two hours ride on the cars from Madison will land the visitor directly upon the shore, and a small steamer will give him every opportunity for exploration. The whole section is wild and full of interest.

To assist the tourist from St. Louis and the South in reaching Devil's Lake, we have arranged Route No. 10, which takes you through this lake and hill country to Baraboo, situated about two miles from the lake in a northerly direction. At the foot of the lake is an extensive vineyard and wine cellar. The wine made there from grapes grown on the rocky shores of the lake compares favorably with any made in Missouri, and is incomparably better than any foreign wine, it being the pure juice of the grape. At Baraboo you will find fair hotel accommodations.

ROUTE No. 11.**St. Louis or Cairo to Waukesha and return. All Rail.****Tickets \$20.20 each from St. Louis.****" \$21.40 " " Cairo.**

St. Louis to Chicago.....Via Chicago Through Line.
 or Cairo to Chicago....." Illinois Central R. R.
 Chicago to Waukesha....." Milwaukee & St. Paul R. R.

Return via same route.

Waukesha. County seat of Waukesha Co., beautifully situated on the Fox river, 20 miles west of Milwaukee. To citizens of Wisconsin the beautiful village of Waukesha has long been known by name and location. But from the comparative insignificance of an inland country town, it has suddenly grown into world-wide importance, and its name is to-day a household word among the afflicted in every State of the Union. The cause of its sudden notoriety was the accidental discovery some years since by Col. Richard Dunbar, of the wonderful medical properties of an obscure spring in the immediate vicinity of the village, to which he gave the appropriate name of "Bethesda," in recognition of the wonderful and miraculous cures performed by its waters.

ANALYSIS OF THE WATER.—Impressed with the importance of the spring, Col. Dunbar's first step was to have a careful analysis of the water by Prof. C. F. Chandler, of Columbia College, New York. In one U. S. or wine gallon of 231 cubic inches, he found the following proportions:

	Grains.		Grains.
Chloride of Sodium.....	1.160	Bicarbonate of Soda.....	1.256
Sulphate of Potassa.....	0.454	Phosphate of Soda.....	a trace.
Sulphate of Sodium.....	0.542	Alumina.....	0.122
Bicarbonate of Lime.....	17.022	Silica.....	0.741
Bicarbonate of Magnesia...	12.388	Organic matter.....	1.983
Bicarbonate of Iron.....	0.042		
		Total.....	35.710

For the benefit of distant readers we state that Waukesha lies on the Prairie du Chien division of the Milwaukee & St. Paul Railway; has several trains to and from it daily; is the country seat of Waukesha county, Wis.; is 20 miles west of Milwaukee, 90 miles from Madison, and about 100 from Chicago, and is not only a remarkably healthy and attractive place for summer resort, but is surrounded by a country beautified by some of the most charming inland lakes and scenery to be found in the West. Population about 4,000.

Green Lake, Dartford P. O., Wis. Is the name of a village situated on the banks of Green Lake, Wisconsin, and is accessible by the Northern Division of the Milwaukee & St. Paul Railway; also, by the Sheboygan & Fond du Lac Railways. The public houses are first-class, and pleasant boarding places are readily obtained at the farm houses in the vicinity. The hotels have provided various means for amusing their guests.

The natural scenery around Dartford is unrivaled in variety and beauty. Groves of primeval grandeur, far stretching prairies and an extensive Lake view greet the eye from every point. The grounds around the Lake have been terraced, furnished with swings, promenades, and otherwise ornamented, to render them pleasant and attractive. The Lake averages a length of fifteen miles, and a width of three miles. Its banks vary from beautiful grassy slopes to high rocky cliffs, bordered with evergreens, presenting the greatest diversity of physical character, and affording unlimited natural advantages for pleasing and romantic rambles. Its waters are very pure, and so transparent that their pebbly bed may be seen at a depth of from twenty to thirty-five feet. A great variety and abundance of fish inhabit this beautiful sheet of water, and good fishing boats and tackle for lovers of sport, and excellent sail boats for seekers of pleasure, are furnished for the accommodation of guests.

In addition to former attractions, a new and beautiful steamboat has been placed on Green Lake. Parties can visit any of the attractive places on its shores on short notice, with pleasure and comfort. Ponies, perfectly at home under the saddle and in harness, expressly for ladies and children; horses, carriages and light buggies; beautiful shady groves; health, comfort and happiness—and all at reasonable rates. To one of the most healthy locations upon the continent, shut away from the city where contagion spreads its blight and disease spends its fury, individuals and families may resort and spend a summer with invigorating and pleasurable results. Among the hotels the "Oakwood" will be found and rated as of the best.

ROUTE No. 15.

St. Louis or Cairo to Green Lake and return. All Rail.

Tickets \$25.90 each from St. Louis.

" \$27.10 " " Cairo.

St. Louis to Chicago.....	Via Chicago Through Line.	.
or Cairo to Chicago.....	" Illinois Central R. R.	
Chicago to Milwaukee.....	" Milwaukee & St. Paul R. R.	
Milwaukee to Plymouth.....	" Milwaukee & Northern R. R.	
Plymouth to Green Lake.....	" Sheboygan & Fond du Lac R. R.	

Return via same route.

VIA MILWAUKEE & NORTHERN RAILROAD.

We leave Milwaukee, and running northwest pass through

Schwartzburg. Junction with Northern Division of Milwaukee & St. Paul Ry.

Cedarburg. On Cedar Creek. An important shipping point of Ozaukee county.

Saukville. Near the center of Ozaukee county.

Fredonia. A town in Ozaukee county.

Plymouth, Wis. Crossing of Sheboygan & Fond du Lac R. R. Connects for all points.

THE

Milwaukee & Northern

RAILWAY

Offers to the traveling public the best route via **CHICAGO AND MILWAUKEE** to some of the most pleasant summer resorts in Northern Wisconsin.

Green Lake, in Green Lake County, so well known to many residents of St. Louis as a delightful summer watering place, is only reached, *all rail*, by this route. Heretofore tourists have been subjected to a wagon ride of several miles, whereas by the **MILWAUKEE & NORTHERN RAILWAY**, there is no change of cars after leaving Milwaukee. The lake abounds in fine fish, being quite celebrated for its Black Bass. The hotels are good, with reasonable charges.

Elkhart Lake, in Sheboygan County, only reached, *all rail*, by this route, is perhaps equally pleasant in its natural surroundings, but is more new and not so well known to the public. This lake also abounds in fish. Good boats are provided at both these lakes, and, during the season, fine sport can be had at either.

Menasha, at the head of Lake Winnebago, and **Appleton**, but four miles distant, are very pleasantly located, and active places, with good appointments, including very comfortable hotel accommodations for a summer visit.

Early in June the Milwaukee & Northern R'y will be completed to **GREEN BAY**, and will offer the nearest and best line to this old and well known place, and thence by Lake or Rail to Lake Superior.

The Milwaukee & Northern R'y is new, with excellent roadbed and rail, and very fine equipment, thus furnishing a better, safer and easier railway ride than any other route is able to offer to the points to which attention is invited.

Purchase Tickets via Milwaukee & Northern Railway.

E. B. GREENLEAF,

Gen'l Manager.

J. E. FOLLETT,

Gen'l Ticket Agent.

J. W. CRIPPEN,

Superintendent.

N. B.—This is the best route to **Stevens' Point** and places on the Wisconsin Central Railroad.

Menasha Junction. Junction of Menasha branch.

Menasha. Northern terminus. Close connections made with Wisconsin Central R. R. for Stevens' Point.

ROUTE No. 16.

St. Louis or Cairo to Green Lake and return. All Rail.

Tickets \$25.90 each from St. Louis.

" \$27.10 " " Cairo.

St. Louis to Chicago.....	Via Chicago Through Line.
or Cairo to Chicago.....	" Illinois Central R. R.
Chicago to Fond du Lac.....	" Chicago & Northwestern R. R.
Fond du Lac to Green Lake.....	" Sheboygan & Fond du Lac R. R.

Return via same route.

Oconomowoc. Beautifully situated upon a chain of lakes, from which the town takes its name. Of late years is obtaining considerable notoriety as a summer resort. The principal hotels are, Townsend, La Belle and William Tell houses.

ROUTE No. 12.

St. Louis or Cairo to Oconomowoc and return. All Rail.

Tickets \$21.70 each from St. Louis.

" \$22.90 " " Cairo.

St. Louis to Chicago.....	Via Chicago Through Line.
or Cairo to Chicago.....	" Illinois Central R. R.
Chicago to Oconomowoc.....	" Milwaukee & St. Paul R. R.

Return via same route.

ROUTE No. 45.

St. Louis or Cairo to Marquette and return. All Rail.

Tickets \$35.20 each from St. Louis.

" \$36.40 " " Cairo.

St. Louis to Chicago.....	Via Chicago Through Line.
or Cairo to Chicago.....	" Illinois Central R. R.
Chicago to Negaunee.....	" Chicago & Northwestern R. R.
Negaunee to Marquette...	" Marquette & Ontonagon R. R.

Return via same route.

This route on leaving Chicago passes over that portion of the route noted under route eighteen up to Harvard Junction. Thence you pass through

Clinton Junction, Wis. Western Union Crossing.

Janesville, Wis. On the east and west banks of Rock river. The city is built principally on a level space about 200 yards wide between the river and the bluffs, which rise nearly to the height of 100 feet. Janesville is justly noted for its beautiful location, and the fertile lands surrounding it—the valley of Rock river being unsurpassed for its productiveness, while the uplands are especially adapted to wheat growing. It is the location of the State Institution for the Blind; cost of building, \$150,000. A new court house, said to be the finest in the State, has just been completed, at a cost of \$112,000; built of Milwaukee brick, and elaborately trimmed with stone. It occupies a conspicuous position on the summit of the bluff, and presents a handsome appearance.

Milton Junction. Crossing of Wisconsin Division of Chicago & Northwestern R'y and the Prairie du Chien Division of Milwaukee & St. Paul R'y; also the junction of the Prairie du Chien and Monroe Divisions of Milwaukee & St. Paul R'y.

Watertown Junction. Crossing of the La Crosse Division of Milwaukee & St. Paul and the Wisconsin Division of Chicago & Northwestern R'ys; also the eastern terminus of the Madison branch of the Milwaukee & St. Paul R'y.

Watertown, Wis. Near Watertown Junction, on Rock river. It has two papers, one National and one private bank, a good manufacturing interest and active trade.

Minnesota Junction. Crossing of the Portage branch of the Northern Division of the Milwaukee & St. Paul R'y and the Wisconsin Division of Chicago & Northwestern R'y. Location of the repair shops of the Chicago and Northwestern R'y.

Burnett Junction. Crossing of the Northern Division of Milwaukee & St. Paul and the Wisconsin Division of Chicago & Northwestern R'ys. Hotel and dining room at depot.

Fond du Lac, Wis. Crossing of the Sheboygan & Fond du Lac R. R.; county seat of Fond du Lac county; situated at the head of Lake Winnebago and at the mouth of a river of the same name. Lake Winnebago is connected with Green Bay and Lake Michigan by the Fox river improvement, and with the Mississippi river by the 100 miles of Wolf river navigation, the Upper Fox and Wisconsin rivers. The principal wealth is in the manufacture of lumber, for which, by its geographic position, it is peculiarly suited. It now ranks as the greatest city in the pine and mineral districts of the Northwest.

Oshkosh, Wis. Junction and northern terminus of Oshkosh & Mississippi R'y, (branch of Milwaukee & St. Paul). County seat of Winnebago county, on Lake Winnebago, at the mouth of Fox river, (for location and advantages by water communication, see Fond du Lac.)

Neenah—Menasha, Wis. Crossing of Wisconsin Central R. R.; connects for Stevens' Point, Manitowoc, etc. The towns of Neenah and Menasha are situated on the Fox river, near the outlet of Lake Winnebago, which forms the Lower Fox river. Neenah is on the south side of the river, while Menasha is on the north, separated by an island in the river, two and one-half miles in length by three-fourths of a mile in width, and upon which the R. R. depot is located; the one station answering for both towns. The river at this point affords excellent water power. Neenah is

justly noted for its excellent brands of flour, it having eleven large mills in active operation; while Menasha is celebrated for the wood-working interests of that locality.

Appleton, Wis. Opposite western terminus of Appleton & New London R'y. County seat of Outagamie county, situated on the left bank of the Lower Fox river which connects Lake Winnebago and Green Bay. The city is admirably located as a manufacturing point, surrounded by an abundance of timber, and the water power here is said to be hardly second to any in the Northwest.

De Pere, Wis. On Fox river. Here is an immense water power, and extensive manufacturing interests, consisting of blast furnaces, manufactories of wagon stuff, staves, etc.

Fort Howard, Wis. On the west bank of the Lower Fox river, opposite the city of Green Bay.

Green Bay, Wis. Eastern terminus of Green Bay & Lake Pepin, and northern terminus of Milwaukee and Northern Railroads. County seat of Brown county, on the east bank of the Lower Fox river, one mile from its mouth, and where it empties into Green Bay. At this point the river is about eighty rods wide, spanned by a fine bridge, connecting Fort Howard and the city of Green Bay. The bay and river afford a perfectly secure harbor, and the largest vessels of the great lakes stop here, making this the principal shipping point for Northern Wisconsin. The surrounding country contains dense forests of pine, from which large quantities of lumber are exported.

Oconto, Wis. County seat of Oconto county, situated on Oconto river, two miles from its entrance into Green Bay. Here are two weekly papers, numerous stores and churches, and several steam saw mills. The manufacture of lumber forms the principal business.

Peshtigo, Wis. On the Peshtigo river, seven miles from its mouth and its entrance into Green Bay. The 12th and 13th of October, 1871, the locality was the scene of a most disastrous conflagration. Hundreds of lives were lost, and the entire town, including the extensive lumber mills, were consumed.

Marinette, Mich. On the west shore of Green Bay, upon the south bank of, and at the mouth of the Menomonee river, opposite Menomonee, the county seat of Menomonee county.

From this point you follow along the west side of the "Green Bay," an inland sea, it might well be called, and reach Escanaba, situated at the mouth of the Escanaba river and on the west shore of "Little Bay des Noques." This is one of the pleasantest summer resorts there is in the West. The water of the bay, clear as crystal, washes the streets of the city on two sides, while the Escanaba river forms the third and the aromatic "Piney Woods" close well down on the other side. The Tilden House offers quiet and comfortable quarters for tourists who may wish to spend days or weeks here fishing, boating or bathing. White Fish Bay in this vicinity offers rare sport for the fishermen, and every little stream (and they are numerous) are almost alive with the ever beautiful brook (spotted) trout. From Escanaba excursions are fitted out in various directions.

Those not caring for fishing can take to the "woods" and find bear and deer in abundance, to say nothing of ducks, geese, brants, partridges and smaller feathered game.

Our stay at Escanaba being ended, we take the cars again and hasten toward the crystal waters of Lake Superior, which we reach at the point where they are said to have been first seen by Father Marquette in his journey through the wilderness. We pass through Negaunee, a seat of immense iron works and the diverging point of the Marquette & Ontonagon Railroad, which here runs westward towards Ishpeming and Michigammi and L'Anse. The entire country in this vicinity is famed for its iron mines. Thousands of tons of the Lake Superior iron ore are shipped through Negaunee to Escanaba, where immense mineral docks have been erected by the Chicago & Northwestern R. R., or to Marquette, where it finds ready shipment to Detroit, Cleveland, Buffalo or Chicago, by vessels engaged in that trade. Months could profitably be spent here in investigating the wonders of this region. In 1872, thirty-eight (38) mines shipped 1,066,297 tons of Ore, valued at \$5,712,330 at the mine, while fourteen (14) furnaces made 63,195 tons of pig metal, valued at \$3,475,725 at the furnace. Since 1856 these mines have shipped 5,537,373 tons of ore, valued at \$44,373,833, and the furnaces have made and shipped 357,880 tons of pig metal, valued at \$17,994,000.

We must leave this interesting locality and press on to the Lake, and

Marquette. Situated on the south shore of Lake Superior, at the eastern terminus of the Marquette & Ontonagon R.R., and is the centre of the great iron region of Lake Superior. The principal business interest is that of mining. Among the larger firms may be noted the Bancroft Iron Co., the Cleveland Iron Co., the Collins Iron Co., the Lake Superior Iron Co., Iron Mountain Mining Co., Marquette Iron Co., New England Mining Co., Morgan Iron Co., New York Iron Mine, Pittsburg & Lake Angeline Iron Co., and the Washington Iron Co. It has also a few large manufacturing firms, the Marquette Manufacturing Co., planing mill, sash, doors and blinds, etc., the Marquette & Pacific Rolling Mill Co., Merrill & Osborne foundry, one saw mill, with several others of less importance, and a number of general stores.

ROUTE No. 13.

St. Louis or Cairo to Grand Haven and return. Rail and Steamer.

Tickets \$19.20 each from St. Louis.

" \$20.40 " " Cairo.

St. Louis to Chicago.....Via Chicago Through Line.
or Cairo to Chicago....." Illinois Central R. R.
Chicago to Grand Haven....." Steamer.

Return via same route.

If you have got the measles, do not distribute them among the passengers—there might not be a measle apiece.

If you are going to any point in Michigan or Canada,

OR TO

NIAGARA FALLS, BUFFALO, NEW YORK, BOSTON,

Or other points East,

THE ROUTE IS VIA CHICAGO

AND THE

MICHIGAN CENTRAL

and **GREAT WESTERN**

RAILWAYS.

This Line is magnificently equipped in all respects, and pleasure or business travel will find every improvement afforded in modern Railroad traveling.

IT IS THE ONLY LINE GOING DIRECT TO NIAGARA FALLS


And the only line connecting at that point with both

New York Central and Erie Railways.

Pullman Cars Run Daily bet. Chicago & New York City

WITHOUT CHANGE.

IT IS THE ONLY LINE RUNNING THE CELEBRATED HOTEL CARS

 See that your Tickets read "via Michigan Central and Great Western R'ys."

W. K. MUIR,
Gen'l Sup't Gt. Western R'y.

H. E. SARGENT,
Gen'l Sup't M. C. R. R.

HENRY C. WENTWORTH,
Gen'l Western Pass'r Agent.

ROUTE No. 14.**St. Louis or Cairo to Green Bay and return. All Rail.****Tickets \$30.00 each from St. Louis.****" \$31.20 " " Cairo.**

St. Louis to Chicago.....Via Chicago Through Line.
 or Cairo to Chicago....." Illinois Central R. R.
 Chicago to Green Bay....." Chicago & Northwestern R. R.

Return via same route.

For those desiring to reach the Magnetic Springs of Michigan, we have arranged a route to Grand Haven.

Grand Haven. The western terminus of the Detroit & Milwaukee R. R., and also a station on the Michigan Lake Shore R. R., both connected by a regular line of steamers with Milwaukee and Chicago. The county seat of Ottawa county, Michigan; situated on the east shore of Lake Michigan, at the mouth of Grand river, which furnishes one of the best harbors on the lake. The leading manufactures are, lumber, flouring mills, foundries, machine shops, etc.

From Grand Haven you can by rail reach in a few hours

Grand Rapids. Crossing of the Grand Rapids & Indiana and the Detroit & Milwaukee, and the northern terminus of the Grand River Valley Division of the Michigan Central, and the Kalamazoo Division of the Lake Shore & Michigan Southern R. Rs. The county seat of Kent county, situated at the head of navigation, on both sides of Grand river, forty miles from its mouth. The river at this point is about three hundred yards wide, and falls eighteen feet in the course of a mile, affording an amount of water power not surpassed, if equaled, by any in the State.

ROUTE No. 22.**St. Louis or Cairo to St. Paul and return. Rail and Steamer.****Tickets \$35.20 each from St. Louis.****" \$36.40 " " Cairo.**

St. Louis to Chicago.....Via Chicago Through Line.
 or Cairo to Chicago....." Illinois Central R. R.
 Chicago to Elroy....." Chicago & Northwestern R. R.
 Elroy to St. Paul....." West Wisconsin R. R.
 St. Paul to Dubuque....." Steamer.
 Dubuque to Forresteron....." Illinois Central R. R.
 Forresteron to Chicago....." Chicago, Burlington & Quincy R. R.
 Chicago to St. Louis....." Chicago Through Line.
 or Chicago to Cairo....." Illinois Central R. R.

KEOKUK NORTHERN LINE PACKET COMPANY.

THE ONLY DAILY LINE OF STEAMERS

— BETWEEN —

ST. LOUIS, KEOKUK, DUBUQUE, LA CROSSE AND ST. PAUL,

Composed of the following Steamers:

ROB ROY,	CLINTON,
NORTHWESTERN,	RED WING,
LUCY BERTRAM,	LAKE SUPERIOR,
ALEX. MITCHELL,	ANDY JOHNSON,
PHIL SHERIDAN,	BAYARD,
BELLE LA CROSSE,	J. H. JOHNSON,
MINNEAPOLIS,	ROCK ISLAND,
DUBUQUE,	MINNESOTA,
MUSCATINE,	DAVENPORT,
NEW BOSTON,	CHEEVER,
BILL HENDERSON,	DAN HINE,
ADDIE JOHNSON,	G. H. WILSON,
JENNIE BALDWIN,	VICTORY,
ANNIE JOHNSON,	DAMSEL.

One of their splendid Passenger Steamers will leave ST. LOUIS Daily for ST. PAUL and intermediate Landings, and one for KEOKUK, making close connections with all Railroads running to the Mississippi River, East and West.

To those intending a trip to the Northwest, we would recommend this route as a most desirable one, on account of its beautiful and varied scenery.

J. S. McCUNE, President.

T. H. GRIFFITH, Secretary.

W. F. DAVIDSON, Gen'l Sup't.

ROUTE No. 23.**St. Louis or Cairo to St. Paul and return. Rail and Steamer.****Tickets \$35.20 each from St. Louis.****" \$36.40 " " Cairo.**

St. Louis to Chicago.....	Via Chicago Through Line.
or Cairo to Chicago.....	" Illinois Central R. R.
Chicago to Forreston.....	" Chicago, Burlington & Quincy R. R.
Forreston to Dubuque.....	" Illinois Central R. R.
Dubuque to St. Paul.....	" Steamer.
St. Paul to Chicago.....	" Milwaukee & St. Paul R. R.
Chicago to St. Louis.....	" Chicago Through Line.
or Chicago to Cairo.....	" Illinois Central R. R.

Coming homeward from St. Paul, via steamer to Dubuque, you have all the beauties of the Upper Mississippi presented for your enjoyment. It is needless to dilate on the merits of the steamers of this line. For many years they have been noted for being the best equipped, most carefully managed and officered of any steamboat line on the western waters. We note the towns as you pass along:

Dubuque, Ia.....	470 miles.	pop. 18434	Winona, Minn.....	645 miles.	pop. 7192
Dunleith, Ill.	470	" 700	Fountain City, Minn.....	655	" 867
Cassville, Wis.	500	" 600	Mt. Vernon, Wis....	666	" 200
Gutenberg, Ia.....	510	" 1040	Minneiska, Minn....	669	" 393
Clayton, Ia.	522	" 400	Alma, Wis.....	684	" 565
McGregor, Ia..	533	" 2074	Wabasha, Minn.....	693	" 1739
Prairie du Chien....	536	" 2700	Reed's Landing.....	696	" 782
Lansing, Ia.....	566	" 1755	North Pepin, Wis...	701	" 200
De Soto, Wis..	571	" 300	Lake City, Minn ..	708	" 2608
Victory, Wis.	576	" 250	Red Wing, Minn.....	726	" 4260
Badaxe City, Wis....	587	"	Preseott, Wis.....	756	" 1138
Brownsville, Minn....	599	" 625	Hastings, Minn.....	759	" 3458
La Crosse, Wis.. ...	611	" 7785	St. Paul, Minn.....	791	" 20030
Trempeleau, Wis....	632	" 900	St. Anthony, Minn...	805	" 5013

The distances given are to St. Louis—all river.

You must always have a ticket or a pass (the latter generally preferred by travelers). The passenger who said his face was his ticket, did not like to have it punched by the Conductor.

Choose one of the end berths, over the trucks of Sleeping Cars, if you snore much; the extra noise there will tone it down nicely.

ROUTE No. 21.**St. Louis or Cairo to St. Paul and return. Rail and Steamer.****Tickets \$35.20 each from St. Louis.****" \$36.40 " " Cairo.**

St. Louis to Chicago.....	Via Chicago Through Line.
or Cairo to Chicago.....	" Illinois Central R. R.
Chicago to St. Paul.....	" Milwaukee & St. Paul R. R.
St. Paul to Dubuque.....	" Steamer.
Dubuque to Forreaston.....	" Illinois Central R. R.
Forreaston to Chicago.....	" Chicago, Burlington & Quincy R. R.
Chicago to St. Louis.....	" Chicago Through Line.
or Chicago to Cairo.....	" Illinois Central R. R.

☞ Berths are included in the rate over the Mississippi River Steamers, but meals are extra, and will be charged for as follows: Breakfast and Supper 50, cents each; Dinner, 75 cents.

By this route, it will be seen, we get back to Chicago via the FORRESTON LINE. This is over the Illinois Central, from Dubuque to Forreaston, Illinois, and thence via Chicago & Iowa and Chicago, Burlington & Quincy Railroads.

Dubuque. County seat of Dubuque county, on the west bank of the Mississippi river, 470 miles above St. Louis, and 321 miles below St. Paul, at an elevation of 576 feet above the Gulf of Mexico. As a railroad and commercial center it is one of the most important towns on the river; a station on the Chicago, Dubuque & Minnesota R. R.; by railroad bridge, the northern terminus of the Illinois Central R. R., the eastern terminus of the Dubuque & Sioux City, Iowa Division of Illinois Central, and the northeastern terminus of the Dubuque-Southwestern, via Illinois Central track from Farley. The city stands on a plateau of ground elevated about 20 feet above high water mark, and surrounded by bluffs rising in height to 175 feet, which are the seats of many elegant private residences. Dubuque was the first place permanently occupied by white men in the State of Iowa.

On leaving Dubuque you pass through

Dunleith. On the east bank of the Mississippi river, one-half mile from the Wisconsin State Line, directly opposite the city of Dubuque, Iowa; connected by steam ferry and Illinois Central R. R. bridge. This is the northern terminus of the main line of the Illinois Central R. R., and the location of its machine and repair shops.

Galena. County seat of Joe Daviess county, on the Galena river, seven miles from its mouth; navigable for steamboats a greater portion of the year. Galena is the center of the great lead mining district of Northern Illinois.

Warren. Southern terminus of the Mineral Point R. R., and its junction with the Illinois Central.

Freeport. County seat of Stephenson county; on the Pecatonica river, at the crossing of the Western Union and Illinois Central railroads; the western terminus of the

ILLINOIS CENTRAL RAILROAD—DUBUQUE & SIOUX CITY LINE.
TIME TABLE CORRECTED TO MAY 1st, 1873.

	Passenger.		Night Exp.		Day Exp.		Night Exp.	
	Ex.	Saturday	Ex.	Saturday	Ex.	Sunday	Ex.	Saturday
Le. Chicago (Central Depot).....	9.15 A.M.	9.00 P.M.	.....	.....	.....	.....	12.35 A.M.	12.10 P.M.
“ Chicago (Indiana Ave.).....	9.25 “	9.10 “	.....	.....	.....	.....	12.50 “	12.50 “
“ Chicago (Canal Street).....	9.33 “	9.18 “	.....	.....	.....	.....	1.45 “	1.45 “
Ar. Aurora.....	11.00 “	10.45 “	.....	.....	.....	.....	2.30 “	2.25 “
Le. Aurora.....	11.00 “	11.00 “	.....	.....	.....	.....	3.05 “	2.55 “
Le. Forreston.....	2.55 P.M.	2.40 A.M.	.....	.....	.....	.....	4.35 “	4.20 “
Le. Forreston.....	3.00 “	2.30 “	.....	.....	.....	.....	5.35 “	5.15 “
Ar. Freeport.....	3.40 “	3.08 “	.....	.....	.....	.....	5.50 “	5.20 “
Le. Freeport.....	3.40 “	3.08 “	.....	.....	.....	.....	7.22 “	7.22 “
Ar. Warren.....	4.55 “	4.18 “	.....	.....	.....	.....	9.10 “	8.07 “
Le. Warren, going North.....	5.15 P.M.	.....	.....	.....	.....	.....	10.15 “	8.07 “
Le. Mineral Point.....	7.45 “	.....	.....	.....	.....	.....	12.10 P.M.	9.13 “
Le. Warren, going North.....	.....	2.15 P.M.	.....	.....	.....	.....	2.05 “	9.56 “
Ar. Plattville.....	.....	5.25 “	.....	.....	.....	.....	3.35 “	10.50 “
Le. Warren.....	4.55 P.M.	4.18 A.M.	.....	.....	.....	.....	5.35 “	7.00 A.M.
Ar. Galena.....	6.16 “	5.37 “	.....	.....	.....	.....	.....	12.20 P.M.
“ Dubuque.....	7.05 “	6.30 “	.....	.....	.....	.....	.....	.....
“ Dubuque.....	7.25 “	6.50 “	.....	.....	.....	.....	.....	.....
Le. Dubuque, going North.....	.....	9.00 A.M.	.....	.....	.....	.....	.....	.....
Ar. Clayton.....	11.07 “	11.07 “	.....	.....	.....	.....	7.30 A.M.	8.15 P.M.
“ McGregor.....	11.35 “	11.35 “	.....	.....	.....	.....	7.43 “	8.28 “
“ Lansing.....	1.30 P.M.	1.30 P.M.	.....	.....	.....	.....	8.00 “	8.45 “
“ Brownsville.....	2.45 “	2.45 “	.....	.....	.....	.....	8.10 “	8.55 “
“ LaCrosse.....	4.00 “	4.00 “	.....	.....	.....	.....	8.43 “	9.26 “
Le. Dubuque.....	7.30 P.M.	7.15 A.M.	.....	.....	.....	.....	9.50 “	10.25 “
Ar. Farley.....	8.40 “	8.20 “	.....	.....	.....	.....	10.52 “	11.20 “
Ar. Dyersville.....	9.00 “	8.42 “	.....	.....	.....	.....	11.43 “	12.11 A.M.
“ Manchester.....	10.00 “	9.35 “	.....	.....	.....	.....	12.45 P.M.	1.10 “
“ Independence.....	11.10 “	10.47 “	.....	.....	.....	.....	1.10 “	1.13 “
“ Waterloo.....	12.25 A.M.	12.10 P.M.	.....	.....	.....	.....	1.30 “	1.28 “
Le. Dubuque.....	12.45 A.M.	12.40 P.M.	.....	.....	.....	.....	2.18 “	2.26 “
Ar. Janesville.....	1.40 “	1.35 “	.....	.....	.....	.....	2.55 “	3.05 “
“ Waverly.....	2.12 “	2.20 “	.....	.....	.....	.....	4.00 “	4.15 “
“ Nashua.....	3.27 “	3.40 “	.....	.....	.....	.....	4.08 “	4.20 “
“ Charles City.....	4.27 “	4.40 “	.....	.....	.....	.....	4.52 “	4.59 “
“ Mona, (or Lyle).....	7.00 “	7.25 “	.....	.....	.....	.....	5.22 “	5.30 “
“ Austin.....	11.40 “	.....	.....	.....	.....	.....	5.22 “	5.30 “
Le. Waterloo, going North.....	.....	12.40 P.M.	.....	.....	.....	.....	6.01 “	6.12 “
Ar. Janesville.....	1.40 “	1.35 “	.....	.....	.....	.....	6.47 “	6.55 “
“ Waverly.....	2.12 “	2.20 “	.....	.....	.....	.....	7.14 “	7.20 “
“ Nashua.....	3.27 “	3.40 “	.....	.....	.....	.....	7.37 “	7.40 “
“ Charles City.....	4.27 “	4.40 “	.....	.....	.....	.....	8.00 “	8.00 “
“ Mona, (or Lyle).....	7.00 “	7.25 “	.....	.....	.....	.....	8.15 “	8.15 “
“ Austin.....	11.40 “	.....	.....	.....	.....	.....	.....	.....

ST. LOUIS THROUGH LINE.

	Passenger.		Night Exp.		Day Exp.		Night Exp.	
	Ex.	Saturday	Ex.	Saturday	Ex.	Sunday	Ex.	Saturday
Le. Chicago (Central Depot).....	7.30 A.M.	7.30 A.M.	.....	.....	.....	.....	8.15 P.M.	8.15 P.M.
“ Chicago (25d Street).....	7.43 “	7.43 “	.....	.....	.....	.....	8.28 “	8.28 “
“ Grand Crossing.....	8.00 “	8.00 “	.....	.....	.....	.....	8.45 “	8.45 “
“ Calumet.....	8.10 “	8.10 “	.....	.....	.....	.....	8.55 “	8.55 “
“ Matteson.....	8.43 “	8.43 “	.....	.....	.....	.....	9.26 “	9.26 “
“ Kankakee.....	9.50 “	9.50 “	.....	.....	.....	.....	10.25 “	10.25 “
“ Gilman.....	10.52 “	10.52 “	.....	.....	.....	.....	11.20 “	11.20 “
“ Paxton.....	11.43 “	11.43 “	.....	.....	.....	.....	12.11 A.M.	12.11 A.M.
Ar. Champaign.....	12.45 P.M.	12.45 P.M.	.....	.....	.....	.....	1.10 “	1.10 “
Le. Champaign.....	1.10 “	1.10 “	.....	.....	.....	.....	1.13 “	1.13 “
“ Tolono.....	1.30 “	1.30 “	.....	.....	.....	.....	1.28 “	1.28 “
“ Arcola.....	2.18 “	2.18 “	.....	.....	.....	.....	2.26 “	2.26 “
“ Mattoon.....	2.55 “	2.55 “	.....	.....	.....	.....	3.05 “	3.05 “
Ar. Effingham.....	4.00 “	4.00 “	.....	.....	.....	.....	4.15 “	4.15 “
Le. Effingham.....	4.08 “	4.08 “	.....	.....	.....	.....	4.20 “	4.20 “
“ St. Elmo.....	4.52 “	4.52 “	.....	.....	.....	.....	4.59 “	4.59 “
Ar. Vandalia.....	5.22 “	5.22 “	.....	.....	.....	.....	5.30 “	5.30 “
Le. Vandalia.....	5.22 “	5.22 “	.....	.....	.....	.....	5.30 “	5.30 “
“ Greenville.....	6.01 “	6.01 “	.....	.....	.....	.....	6.12 “	6.12 “
“ Highland.....	6.47 “	6.47 “	.....	.....	.....	.....	6.55 “	6.55 “
“ Troy.....	7.14 “	7.14 “	.....	.....	.....	.....	7.20 “	7.20 “
“ Collinsville.....	7.37 “	7.37 “	.....	.....	.....	.....	7.40 “	7.40 “
Ar. East St. Louis.....	8.00 “	8.00 “	.....	.....	.....	.....	8.00 “	8.00 “
“ St. Louis.....	8.15 “	8.15 “	.....	.....	.....	.....	8.15 “	8.15 “

Galena Division of the Chicago & Northwestern Railway, and its junction with the Illinois Central R. R.

And reach

Forreston, at the junction of the Chicago & Iowa, and Illinois Central R.R.'s, which was laid out in 1854, contained a population of 1,000 in 1870, and now numbers 1,300. It is a compact, bustling little city, and surrounded by the finest section of farming country in the Northwest.

The description of balance of this route we condense from a recent letter to a Chicago newspaper. It will be seen the writer was bound west. We do not vouch for the correctness of these statements, but give them as written. He says:

"As a rat follows the track of the emigrant wagon, your correspondent clung to the rear of a passenger train which pushed an engine over the new Chicago & Iowa road from Aurora to Forreston on Friday last.

"THE 'HINCKLEY' ROAD, as it is commonly called, was mapped out about three years ago. F. E. Hinekley, who marked out the route, went west from Chemung county, New York, some ten years ago, and received his education and religious instruction at Knox college, Galesburg. His Methodist training there early developed a remarkable voice for spike-driving, which culminated in a bridge-building partnership with a firm in Chicago, of which Mr. Kennedy, now of the Northern Pacific, was at the head with his little hatchet. Mr. Hinekley soon hewed out a few hundred dollars, and in 1856 or 1857, took the contract of grading a branch railroad from Rochelle to Oregon, and bridging Rock river at the latter place—both of which he performed with facility and dispatch.

"Henry C. Mix, president of the 'Oregon & Carroll County Railroad,' as it was called, fell through the Oregon bridge while inspecting it, and was killed, and Hinekley became his inheritor to the office and heir to seventeen miles of dirt, several hundred feet of trestle work, and several thousand dollars of unpaid labor bills.

"In the spring of 1869, Hinekley came to Aurora with not enough money to pay his hotel bill, called a public meeting, secured the aid of Mayor D. B. Waterman, and in July following the town of Aurora voted \$100,000 subscription to the enterprise. The other towns next followed suit with subscriptions of from \$25,000 to \$75,000 each, and on the 9th day of September, 1870, dirt-throwing was commenced. On the 31st of December—197 working days from the date of commencement—the iron horse jumped over an injunction and across the Northwestern track at Rochelle, 45 miles from the point of starting. After the road-bed was constructed, James F. Joy indorsed Hinekley's bonds for \$1,000,000, and in the fall of 1871, the Chicago & Iowa road was equipped and running to Forreston, on the Illinois Central, a distance of 80 miles. Now fourteen trains a day pass over the road between Dubuque and Chicago, besides several more from Sterling over a branch road connecting at Shabbona.

"STATIONS. It took two years to locate the stations on this road, and meanwhile traffic was much discommoded and limited. For this reason some of the towns refused

to issue their bonds, and at one time a 'railroad war' was threatened. Finally the depots were located.

"**Hinckley**, the first important station out, 20 miles west of Aurora, is delightfully situated on the southern borders of Squaw Grove. The town contains 36 business buildings and residences, erected since the ground froze up last fall. Hinckley contains a large steam grain elevator, erected by J. C. Curry.

"**Waterman**. Station is situated in the center of the town of Clinton, De Kalb county, on what was primitively known as Shabbona prairie. But the prairie has been made to "bloom and blossom as the rose," as is evinced by two large grain warehouses and innumerable corn-cribs towering up around the depot. Humphrey Roberts gave an undivided half of forty acres to Hinckley for locating the station on his 600-acre farm, but seems more loath to part with his lots at \$100 and \$200 each now than with his acres at half that sum before the railroad was built. The town, however, has the natural location for making an important place.

"**Shabbona** is the next station, six miles farther west. There was a good deal of speculation in the location of this town. First a flag station was made, when a speculator came down from Rochelle, and bought forty acres where he supposed the depot would be built, at a good round price. A store and several houses were erected, but one morning the proprietor saw his town sliding off half a mile eastward, where the present prosperous village stands. "New Shabbona," as it is called, is three miles and a half north of the old village at the grove, where the Indian chief by that name smoked his meerschaum pipe in peace while his brother Black Hawk was harvesting scalps from the early white settlers. But Shabbona, unlike the good Indians who die young, lived to a ripe old age, and to see his forest trees cut down and his lands stolen away from him.

"Shabbona station is built 'on the square' north of the depot, and upon one principal street south, running parallel with the railroad track. It contains a depot, half a dozen good stores, several shops, a hotel, and about 20 residences. The present town may be said to have fairly got into operation on the first of last January, when the people for miles around assembled at the hotel and participated in a grand banquet and dance. Besides being a good grain point, Shabbona is the premium hog shipping station on the road. Liberal inducements are offered to new-comers, and Shabbona will go on rejoicing in prosperity. At

"**Lee**, four miles farther on, there are three stores, two grain warehouses, big corn cribs, and lumber and stone piles for new buildings.

"**Steward**, the next station, contains a large new grain warehouse, several stores and other buildings, and 20,000 bushels of corn in the cribs awaiting transportation to Chicago.

"**Rochelle** contains about 3,000 inhabitants, and is one of the greatest grain points in Northern Illinois.

"Across Rock river, through high, pine-capped bluffs, leaving Oregon to the right, and up a steep grade for four miles, the ancient town of Mt. Morris is reached, noted

for a quarter of a century only as the location of Rock River Seminary. It is a little singular, however, that when the railroad reached that town the seminary closed its course. The buildings, costing \$25,000, were sold under mortgage a year ago to Robert R. Hitt, for a little over \$3,000. An effort is being made, however, to re-establish the school. Here Gov. Beveridge, Gens. Rawlins, W. H. L. Wallace, and S. D. Atkins, Hon. Shelby M. Cullom, Senator A. M. York, of Kansas notoriety, John V. Farwell, and numerous lesser lights, received their education. The quaint little building in which John V. Farwell kept store for many years is pointed out with pride by the Mt. Morrisans."

Aurora, Ill. A station on main line of C., B. & Q. R. R.; southern terminus of branches to Geneva, Galena Junction, and northern terminus of Fox river line, and the eastern terminus of the Chicago & Iowa R. R.; situated on both sides of the Fox river; connected by bridge, and called East and West Aurora.

From Aurora you reach Chicago over the track of the C., B. & Q. R. R., and are landed at the Great Central Depot, at the foot of Lake Street.

Tourists having tickets from Cairo will pass through the following points on the Illinois Central Railroad:

Cairo. Southern terminus of the Illinois Central R. R.; situate on the extreme southern point of the State of Illinois, at the confluence of the Ohio and Mississippi rivers, 1050 miles above New Orleans, 387 miles below Louisville; by rail, 365 miles south of Chicago, and 456 miles south of Dubuque; 140 miles from St. Louis via the "Cairo Short Line." Elegant first-class steamers run between Cairo and Columbus, in connection with Illinois Central and Mobile & Ohio R. Rs. All trains make direct connection. The best and only first-class hotel is the St. Charles.

Mounds. A small station, connected with Mound City—(population 1631—three miles distant, on the Ohio river,) by the Mound City R'y.

Anna, formerly Jonesboro. Population in vicinity of station, 1198; population of Anna, 1269; county seat of Union county. This is considered about the center of the great fruit district of Southern Illinois.

Carbondale. Eastern terminus of Grand Tower & Carbondale, and western terminus of Carbondale & Shawneetown R. R.

Du Quoin. Present southeastern terminus of the St. Louis, Belleville & Southern Illinois R. R., and its junction with Illinois Central R. R. Cars run from St. Louis to Cairo via Du Quoin, without change.

Tamaroa. The eastern terminus of the Chester & Tamaroa R. R., and its junction with the Illinois Central.

Centralia. Location of Illinois Central Machine Shops. Cars of both Main Line and Chicago Division run as one train between this point and Cairo. Good hotel at depot.

Odin. Crossing of the Ohio & Mississippi R. R.

TIME TABLE CORRECTED TO MAY 1st, 1873.

Day Exp.		Night Exp.		Passenger.	
Ex. Sunday	Ex. Saturday	Ex. Sunday	Ex. Saturday	Ex. Sunday	Ex. Saturday
<p>Le. Chicago (Central Depot)..... 7.30 A.M. 8.15 P.M. 5.15 P.M.</p> <p>“ Chicago (22d Street)..... 7.43 “ 8.28 “ 5.29 “</p> <p>“ Grand Crossing..... 8.00 “ 8.45 “ 6.00 “</p> <p>“ Calumet..... 8.10 “ 8.55 “ 6.27 “</p> <p>“ Matteson..... 8.43 “ 9.26 “ 7.13 “</p> <p>“ Kankakee..... 9.50 “ 10.25 “ 8.37 “</p> <p>“ Gilman..... 10.52 “ 11.30 “ 9.50 “</p>					
<p>Le. Gilman..... 10.52 A.M. 11.20 P.M.</p> <p>“ Le. Paxton..... 11.43 “ 12.11 A.M.</p>					
<p>“ Le. Paxton..... 1.35 P.M.</p> <p>“ Le. Paxton, Going West..... 4.00 “</p> <p>“ Le. Bloomington..... 11.43 A.M. 12.11 A.M.</p> <p>“ Le. Paxton..... 12.45 P.M. 1.10 “</p>					
<p>“ Le. Paxton..... 1.05 P.M. 4.35 A.M.</p> <p>“ Le. Champaign, Going East..... 2.50 “ 6.05 “</p> <p>“ Ar. Danville..... 4.45 “ 7.45 “</p> <p>“ Le. Champaign..... 1.10 P.M. 1.13 A.M.</p> <p>“ Le. Champaign..... 1.30 “ 1.28 “</p>					
<p>“ Le. Tolono..... 1.30 P.M. 4.05 A.M.</p> <p>“ Le. Tolono, Going East..... 2.50 “ 5.35 “</p> <p>“ Le. Danville..... 1.30 P.M. 1.28 A.M.</p> <p>“ Le. Tolono..... 2.18 “ 2.26 “</p>					
<p>“ Le. Arcola..... 2.25 P.M. 6.30 A.M.</p> <p>“ Le. Arcola, Going West..... 4.45 “ 9.00 “</p> <p>“ Ar. Decatur..... 3.00 P.M. 8.00 A.M.</p> <p>“ Le. Arcola, Going East..... 6.30 “ 10.45 “</p> <p>“ Terre Haute..... 4.08 A.M. 1.25 P.M.</p>					
<p>“ Le. Arcola..... 2.18 P.M. 2.26 A.M.</p> <p>“ Le. Arcola..... 2.55 “ 3.05 “</p> <p>“ Le. Mattoon..... 3.00 A.M.</p> <p>“ Ar. Pana..... 4.35 “</p> <p>“ Alton..... 9.24 “</p> <p>“ Le. Mattoon, Going East..... 10.50 P.M. 3.45 A.M.</p> <p>“ Ar. Terre Haute..... 1.05 A.M. 6.10 “</p> <p>“ Vincennes..... 9.15 “</p> <p>“ Evansville..... 11.45 “</p>					

Edgewood. Crossing of Springfield & Illinois Southeastern R. R. Trains make close connections for Shawneetown, and points on the Ohio river.

The next station is Effingham, where you will meet the trains of the Chicago Through Line from St. Louis.

ROUTE No. 24.

St. Louis or Cairo to St. Paul and return. Rail and Steamer.

Tickets \$35.20 each from St. Louis.

“ \$36.40 “ “ **Cairo.**

St. Louis to Chicago.....	Via Chicago Through Line.
or Cairo to Chicago.....	“ Illinois Central R. R.
Chicago to Forreton.....	“ Chicago, Burlington & Quincy R. R.
Forreton to Dubuque.....	“ Illinois Central R. R.
Dubuque to St. Paul.....	“ Steamer.
St. Paul to Elroy.....	“ West Wisconsin R. R.
Elroy to Chicago.....	“ Chicago & Northwestern R. R.
Chicago to St. Louis.....	“ Chicago Through Line.
or Chicago to Cairo.....	“ Illinois Central R. R.

ROUTE No. 27.

St. Louis or Cairo to St. Paul and return. Rail and Steamer.

Tickets \$31.60 each from St. Louis.

“ \$32.80 “ “ **Cairo.**

St. Louis to Dubuque.....	Via St. Louis & Dubuque Through Line.
or Cairo to Dubuque.....	“ Illinois Central R. R.
Dubuque to St. Paul.....	“ Steamer.
St. Paul to Elroy.....	“ West Wisconsin R. R.
Elroy to Chicago.....	“ Chicago & Northwestern R. R.
Chicago to St. Louis.....	“ Chicago Through Line.
or Chicago to Cairo.....	“ Illinois Central R. R.

I would say to a young man traveling alone, do not be too amiable towards young ladies on board ; many a youth has been imposed upon and had cause to repent. You cannot be too careful.

If you are asked to play at three card monte and you like to try the game, never go higher than five cents a time. If you keep to this humble amount you will always win ; but if you venture a V or an X you are sure to lose.

NIAGARA.

THE

Great Western & Michigan Central Route

What Chas. Dickens Said.

In the summer months the Great Central Route offers a special inducement to travelers. It is then that the Falls look their loveliest, and the sight is well worth the fare from St. Louis, or anywhere else; indeed, it is not thought too great a journey from the ends of the earth to see these tumbling torrents.

We will take the liberty of reprinting the actual words in which that greatest of then living writers, Mr. CHARLES DICKENS, clothed his thoughts and feelings on his first visit to Niagara, twenty-eight years ago.

"When we were seated in the little ferry-boat, and were crossing the swollen river immediately before both cataracts, I began to feel what it was; but I was in a manner stunned, and unable to comprehend the vastness of the scene. It was not until I came on Table Rock and looked—Great Heaven! on what a fall of bright green water!—that it came upon me in its full might and majesty.

"Then, when I felt how near to my Creator I was standing, the first effect, and the enduring one—instant and lasting—of the tremendous spectacle, was Peace. Peace of Mind—Tranquility—calm recollections of the Dead: Great thoughts of Eternal Rest and Happiness—nothing of Gloom or Terror. Niagara was at once stamped upon my heart, an Image of Beauty, to remain there changeless and indelible until its pulses cease to beat forever.

"I never stirred in all that time from the Canadian side, whither I had gone at first. I never crossed the river again; for I knew there were people on the other shore, and in such a place it is natural to shun strange company. To wander to and fro all day, and see the cataracts from all points of view, to stand upon the edge of the great Horse-shoe Fall, marking the hurried water gathering strength as it approached the verge yet seeming, too, to pause before it shot into the gulf below; to gaze from the river's level up to the torrent as it came streaming down; to climb the neighboring heights and watch it through the trees, and see the wreathing water in the Rapids hurrying on to take its fearful plunge; to linger in the shadow of the solemn rocks three miles below, watching the river as, stirred by no visible cause, it heaved and eddied and awoke the echoes, being troubled yet, far down beneath the surface, by its giant leap; to have Niagara before me, lighted by the sun and by the moon, red in the day's decline and gray as evening slowly fell upon it; to look upon it every day, and wake up in the night and hear its ceaseless voice—this was enough.

"I think in every quiet season now, still do those waters roll and leap, and roar and tumble all day long; still are the rainbows spanning them a hundred feet below. Still, when the sun is on them, do they shine and glow like molten gold. Still, when the day is gloomy, do they fall like snow, or seem to crumble away like the front of a great chalk cliff, or roll down the rock like dense white smoke. But always does the mighty stream appear to die as it comes down, and always from the unfathomable grave arises that tremendous ghost of spray and mist which is never laid, which has haunted this place with the same dread solemnity since darkness brooded on the deep, and that first flood before the deluge—Light—came rushing on creation at the Word of God."

ROUTE No. 28.**St. Louis or Cairo to St. Paul and return. Rail and Steamer.****Tickets \$29.60 each from St. Louis.****" \$30.80 " " Cairo.**

St. Louis to Dubuque.....	Via St. Louis & Dubuque Through Line.
or Cairo to Dubuque.....	" Illinois Central R. R.
Dubuque to St. Paul.....	" Steamer.
St. Paul to Dubuque.....	" Steamer.
Dubuque to Forresteron.....	" Illinois Central R. R.
Forresteron to Chicago.....	" Chicago, Burlington & Quincy R. R.
Chicago to St. Louis.....	" Chicago Through Line.
or Chicago to Cairo.....	" Illinois Central R. R.

ROUTE No. 26.**St. Louis or Cairo to St. Paul and return. Rail and Steamer.****Tickets \$31.60 each from St. Louis.****" \$32.80 " " Cairo.**

St. Louis to Dubuque.....	Via St. Louis & Dubuque Through Line.
or Cairo to Dubuque.....	" Illinois Central R. R.
Dubuque to St. Paul.....	" Steamer.
St. Paul to Chicago.....	" Milwaukee & St. Paul R. R.
Chicago to St. Louis.....	" Chicago Through Line.
or Chicago to Cairo.....	" Illinois Central R. R.

ROUTE No. 25.**St. Louis or Cairo to St. Paul and return. Rail and Steamer.****Tickets \$23.60 each from St. Louis.****" \$24.80 " " Cairo.**

St. Louis to Dubuque.....	Via St. Louis and Dubuque Through Line.
or Cairo to Dubuque.....	" Illinois Central R. R.
Dubuque to St. Paul.....	" Steamer.

Return via same route.

This route takes you over the "Main Line" of the Illinois Central R. R. from Vandalia, passing through

Vandalia, Ill. Crossing of St. Louis, Vandalia, Terre Haute & Indianapolis R'y.
For description of Vandalia see another page.

FROM ST. LOUIS.**ILLINOIS CENTRAL ROUTE—MAIN LINE AND IOWA DIVISION.**

From and after May 1st, 1873, Trains will run as follows. Omnibuses leave Ticket Office,
102 North Fourth Street, St. Louis.

Leave	St. Louis.....	7.30 A.M.	7.30 P.M.
"	East St. Louis.....	8.15 "	8.10 "
"	Vandalia.....	11.35 "	2.05 A.M.
Arrive	Ramsey.....	12.09 P.M.	2.44 "
"	Pana.....	12.57 "	3.40 "
"	Assumption.....	1.21 "	4.12 "
"	Moawequa.....	1.42 "	4.32 "
"	Macon.....	1.58 "	4.48 "
"	Decatur.....	2.24 "	5.17 "
"	Maroa.....	3.00 "	5.54 "
"	Clinton.....	3.23 "	6.17 "
"	Wapella.....	3.35 "	6.30 "
"	Heyworth.....	3.58 "	7.10 "
"	Bloomington.....	4.31 "	7.45 "
"	Normal.....	4.36 "	7.50 "
"	El Paso.....	5.25 "	8.40 "
"	Panola.....	5.33 "	8.50 "
"	Minonk.....	5.57 "	9.14 "
"	Rutland.....	6.14 "	9.32 "
"	Wenona.....	6.28 "	9.47 "
"	Lostant.....	6.46 "	10.05 "
"	Tonica.....	7.01 "	10.22 "
"	La Salle.....	7.29 "	10.50 "
"	Mendota.....	8.15 "	11.40 "
"	Sublette.....	9.02 "	12.35 P.M.
"	Amboy.....	9.25 "	12.55 "
"	Dixon.....	10.10 "	1.33 "
"	Polo.....	10.50 "	2.12 "
"	Haldane.....	11.04 "	2.26 "
"	Forreston.....	11.18 "	2.40 "
"	Freeport.....	11.55 "	3.30 "
"	Lena.....	12.42 A.M.	4.20 "
"	Nora.....	1.06 "	4.43 "
"	Warren.....	1.16 "	4.53 "
"	Apple River.....	1.35 "	5.10 "
"	Galena.....	2.35 "	6.07 "
"	Dunleith.....	3.25 "	6.55 "
"	Dubuque.....	3.45 "	7.15 "
"	Epworth.....	8.07 "	8.18 "
"	Farley.....	8.17 "	8.30 "
"	Dyersville.....	8.35 "	8.50 "
"	Earlville.....	8.55 "	9.17 "
"	Manchester.....	9.23 "	9.48 "
"	Winthrop.....	10.02 "	10.30 "
"	Independence.....	10.25 "	10.53 "
"	Jesup.....	10.48 "	11.17 "
"	Waterloo.....	11.25 "	12.05 A.M.
"	Cedar Falls.....	12.03 P.M.	12.33 "
"	Parkersburg.....	12.52 "	1.30 "
"	Aplington.....	1.05 "	1.44 "
"	Ackley.....	1.30 "	2.12 "
"	Iowa Falls.....	2.00 "	2.45 "
"	Alden.....	2.25 "	3.05 "
"	Webster City.....	3.28 "	4.16 "
"	Fort Dodge.....	4.20 "	5.15 "
"	Storm Lake.....	6.55 "	9.35 "
"	Cherokee.....	7.52 "	11.25 "
"	LeMars.....	9.14 "	2.00 P.M.
Arrive	Sioux City.....	10.10 P.M.	4.00 P.M.

W. H. STENNETT, Gen'l Agent, St. Louis.

A. MITCHELL, Gen'l Supt I.C.R.R., Chicago.

Pana, Ill. Crossing of Indianapolis & St. Louis R. R.

Decatur. On the Sangamon river, at the crossing of the main line of the Illinois Central and the Toledo, Wabash & Western R. Rs.; also the northeastern terminus of the St. Louis Division of the Toledo, Wabash & Western R. R., and its junction with the main line. It is also the southeastern terminus of the branch of the same road to Pekin, Illinois, on the Illinois river.

Clinton, Ill. Crossing of the Gilman, Clinton & Springfield R. R., and county seat of Dewitt county.

Bloomington. County seat of McLean county; crossing of the Chicago & Alton, the Illinois Central, and the Indianapolis, Bloomington & Western R. Rs., and junction of the Jacksonville Division of Chicago & Alton R. R. with main line.

Normal. At the crossing of the Illinois Central and the Chicago & Alton R. Rs.; two miles north of Bloomington, and connected by street railway. Location of the Illinois State Normal University and the Soldiers' Orphans' Home.

El Paso. Crossing of the main line of the Illinois Central and the Toledo, Peoria & Warsaw R. R's.

Wenona. Crossing of the Western Division of the Chicago & Alton and the Illinois Central R. Rs.

La Salle. On the north bank of the Illinois river, at the head of navigation, and the terminus of the Illinois & Michigan Canal; also the crossing of the main line of the Illinois Central and the Chicago, Rock Island & Pacific R. Rs. A fine quality of bituminous coal is found in this locality; several shafts are kept in operation the year round.

Mendota. Crossing of the main line of the Illinois Central and the Chicago, Burlington & Quincy R. Rs.; also the southwestern terminus of the Mendota & Prophetstown branch of the Chicago, Burlington & Quincy R. R. and its junction with the main line. The best hotel is the Passenger House, in depot. All trains stop for meals.

Amboy. Junction and eastern terminus of Chicago & Rock River R. R. Location of the Illinois Central R. R. machine shops. It has one weekly newspaper, two banks, and about fifty general business houses.

Dixon. County seat of Lee county, on the Rock river, at the crossing of the Dixon Air Line branch of the Chicago & Northwestern and the Illinois Central R. Rs.

Thence you are on the same route we have described under the "Forreston line."

If it becomes necessary to eject you from the car for disorderly conduct, don't put the Conductor, his three Brakemen, Baggage-man, Engineer and Fireman to the necessity of dumping you,—retire in a high-toned manner.

The height of impudence—a terrier barking at a railway train.

ROUTE No. 17.**St. Louis or Cairo to St. Paul and return. All Rail.****Tickets \$35.20 each from St. Louis.****" \$36.40 " " Cairo.**

St. Louis to Chicago.....Via Chicago Through Line.
 or Cairo to Chicago....." Illinois Central R. R.
 Chicago to St. Paul....." Milwaukee & St. Paul R. R.
Return via same route.

Leaving Milwaukee, via Milwaukee & St. Paul R. R., we pass through

Brookfield. Junction of the La Crosse and Prairie du Chien Divisions of the Milwaukee & St. Paul R'y.; situated on both sides of the Little Fox river, one mile and a half from the depot.

Pewaukee. Situated on Pewaukee lake, noted for its fine fishing.

Watertown Junction. Crossing of the Chicago & Northwestern R'y (Wisconsin Division), also the eastern terminus of the Madison branch of Chicago & Northwestern R'y. The town is one mile distant.

Portage. A station on the La Crosse Division Milwaukee & St. Paul, the northern terminus of the Madison & Portage R. R., and the western terminus of the Portage branch of the Northern Division Milwaukee & St. Paul R'y. The county seat of Columbia county; situated on the Wisconsin river and the canal connecting it with Fox river.

Sparta. County seat of Monroe county; situated on La Crosse river and Beaver and Farmer creeks, which furnish excellent water power. It is chiefly celebrated for its artesian wells, the medicinal properties of which are attracting many invalids from all parts of the country. The water is brought to the town through pipes, and is used in the Turkish baths.

Winona Junction. No town; the southern terminus of the La Crosse, Trempeleau & Prescott R. R. It is via this road the Milwaukee & St. Paul R'y make their direct line to St. Paul.

La Crosse. The western terminus of the La Crosse Division Milwaukee & St. Paul R'y. For description see elsewhere.

Winona, Minn. On the west bank of the Mississippi river; the western terminus of the La Crosse, Trempeleau & Prescott R. R., the eastern terminus of the Winona & St. Peter R. R., and the southern terminus of the St. Paul & Chicago R. R. It is by far the largest wheat market in the State, and not second to any west of the Mississippi river, over 1,500,000 bushels having been shipped from here during the year 1871. The location of the State Normal School, and its city High School is said to be the best in the State.

Wabashaw. The county seat of Wabashaw county, three miles below Lake Pepin and nearly opposite the mouth of the Chippewa river.

Read's Landing. One half mile below Lake Pepin, situated on the west bank of the river, opposite the mouth of the Chippewa river, and at the foot of the bluffs, which here rise almost from the water's edge to the height of 500 feet. The town mainly owes its existence to the Chippewa lumber trade, this being the starting place for all Chippewa river lumber rafts, and the point at which their supplies are secured.

Lake Pepin. A beautiful sheet of water, and one of the finest fishing grounds in Minnesota; an expansion of the Mississippi river from three to five miles in width and about twenty-five in length, destitute of islands and surrounded by bluffs which rise in height from three hundred to five hundred feet. The most prominent land marks are the Sugar Loaf on the west and Maiden Rock on the east. The latter, grand in nature and interesting in its romantic associations, has a sad story to tell to each passerby. (As an isolated instance of true affection, and as a warning to match-making parents, it might very properly be repeated here, but lack of space forbids.—Ed.) It is about midway of the lake, on the opposite shore from the R. R., and can best be seen from passing steamers.

Lake City, Minn. One of the prettiest towns in Minnesota, the largest town on Lake Pepin, and a favorite resort for tourists and pleasure seekers; situated about midway, and on the west shore of Lake Pepin, on what was, until some years ago, a half-breed reservation—a beautiful and fertile plain, some five miles in length, two miles in width, and lying within an amphitheater of bluffs which shield it from the prairie above. Being the grain shipping point and business center of one of the best agricultural counties in the State, it is one of the most active and enterprising towns on the Upper Mississippi, and contains in all nearly one hundred general business firms.

Frontenac. One of Lake Pepin's pretty villages, and an attractive summer resort. with good hotel accommodations.

Red Wing. County seat of Goodhue county. Daily line of steamers run to Rochester, Faribault, Northfield, Mazeppa, Cannon Falls and Kenyon.

Hastings. The eastern terminus of the Hastings & Dakota branch of the Milwaukee & St. Paul R'y, and the crossing of the St. Paul & Chicago R. R. over the Mississippi river. Location of the Hastings & Dakota car shops.

Shakopee. Crossing of the St. Paul & Sioux City and Hastings & Dakota R. Rs. And reach

St. Paul. As a commercial centre, St. Paul is the northwestern terminus of St. Paul & Chicago, the northern terminus of the Milwaukee & St. Paul, the northeastern terminus of the St. Paul & Sioux City, the eastern terminus of the St. Paul & Pacific, the southeastern terminus of the St. Paul branch of the Northern Pacific, the southern terminus of the Lake Superior & Mississippi, and the western terminus of the West

Wisconsin R. Rs., at the head of navigation for large steamers on the Mississippi river, and practically the mouth of the Minnesota river. A port of entry, capital of Minnesota and county seat of Ramsey county, 2041 miles from the Gulf of Mexico, 71 miles below the falls of St. Anthony, 5 miles below the mouth of the Minnesota river, and at an altitude of 690 feet above the sea. The city is most advantageously situated upon the north or east bank—a bluff rising from 50 to 100 feet above, and extending some miles up and down the river; upon which are situated many of the most elegant private residences in Minnesota.

ROUTE No. 18.

St. Louis or Cairo to St. Paul and return. All Rail.

Tickets \$35.20 each from St. Louis.

“ \$36.40 “ “ Cairo.

St. Louis to Chicago.....Via Chicago Through Line.
or Cairo to Chicago.....“ Illinois Central R. R.
Chicago to Elroy.....“ Chicago & Northwestern R. R.
Elroy to St. Paul.....“ West Wisconsin R. R.

Return via same route.

ROUTE No. 19.

St. Louis or Cairo to St. Paul and return. All Rail.

Tickets \$35.20 each from St. Louis.

“ \$36.40 “ “ Cairo.

St. Louis to Chicago.....Via Chicago Through Line.
or Cairo to Chicago.....“ Illinois Central R. R.
Chicago to St. Paul.....“ Milwaukee & St. Paul R. R.
St. Paul to Elroy.....“ West Wisconsin R. R.
Elroy to Chicago.....“ Chicago & Northwestern R. R.
Chicago to St. Louis.....“ Chicago Through Line.
or Chicago to Cairo.....“ Illinois Central R. R.

If you have some solid hand-baggage with you, be careful to place it securely in the rack. A passenger once neglected to do this, and it fell with great force on the head of his mother-in-law, with whom he had had some trouble.

Always buy your ticket from an authorized agent before entering the cars; but if you have to pay the conductor for your passage, do not stop him to tell all the reasons why you are traveling. He would not care about that, although he might be a sympathizing man.

ROUTE No. 20.**St. Louis or Cairo to St. Paul and return. All Rail.****Tickets \$35.20 each from St. Louis.****" \$36.40 " " Cairo.**

St. Louis to Chicago.....	Via Chicago Through Line.
or Cairo to Chicago.....	" Illinois Central R. R.
Chicago to Elroy	" Chicago & Northwestern R. R.
Elroy to St. Paul.....	" West Wisconsin R. R.
St. Paul to Chicago.....	" Milwaukee & St. Paul R. R.
Chicago to St. Louis.....	" Chicago Through Line.
or Chicago to Cairo	" Illinois Central R. R.

ST. PAUL, via ELROY ROUTE.

Taking the elegant cars of the Chicago and Northwestern R. R. at the Kinzie street depot, you pass through

Crystal Lake, Ill. Crossing of Fox River branch, and the Wisconsin Division; one mile from a beautiful sheet of water from which it takes its name.

Harvard June., Ill. Crossing of the Kenosha and Wisconsin Divisions of the Chicago & Northwestern R'y. It is via Harvard Junction, thence over the Kenosha Division to Caledonia, the crossing of the Madison Division, that the direct line is made between Madison and Chicago. Cars run through without change.

Beloit, Wis. Crossing of Madison Division, and the Western Union R. R.

Madison, Wis. Connects with Milwaukee & St. Paul R'y. Capital of Wisconsin. For full description see under Routes 8 and 9.

Elroy—Junction of West Wisconsin R. R., which forms the northern end of the Elroy route.

Black River Falls. The county seat of Jackson county, situated at the falls of Black river. The town is situated on the west bank, the business portion occupying the first level and the residences the second. It has two weekly newspapers, one private bank, one foundry, and three flouring mills.

Eau Claire. The county seat of Eau Claire county; situated on the Chippewa river, at the mouth of the Eau Claire. This locality is considered the center of the Chippewa lumbering district. The river is navigable for steamers of a small class to this point; and during the season of navigation a regular line of passenger and freighting boats ply between Eau Claire and points on the Mississippi. The Chippewa river lumber rafts are here made up in sections and floated down to Read's Landing on the Mississippi.

Menomonee, Wis. The county seat of Dunn county, situated on the east bank

of Red Cedar river (a tributary of the Chippewa). It has one weekly newspaper, one banking firm, one good hotel, and about forty general business houses.

North Wisconsin R'y June. No town. Junction with North Wisconsin R. R. All trains run over the one track from this point to St. Paul.

New Richmond. The present northeastern terminus of the North Wisconsin R. R., eighteen miles due northeast of Hudson. An important shipping point of St. Croix county.

Hudson, Wis. County seat of St. Croix county, on the east bank of St. Croix river, twenty miles from its mouth, and at the head of navigation for the largest Mississippi river steamers. It has one National and one Savings bank, two newspaper offices, is the center of an active trade in agricultural machinery, and one of the largest wheat exporting towns of the Upper Mississippi.

Stillwater Junction. Junction with main line and southern terminus of a branch extending up the west bank of the St. Croix river to Stillwater.

You reach St. Paul without change of cars from Chicago by this route.

St. Anthony. Situated on the east bank of the Mississippi river, at the Falls of St. Anthony. The river here has a fall of 58 feet, the first which occurs in ascending the river. The site of the town is an elevated plain, rising by gradual acclivity, and commanding a fine view of the falls. The head of navigation on the river, and in the immediate vicinity of unlimited water power. Location of the State University. It has one weekly paper, one savings bank, a large manufacturing interest, and two hotels.

Minneapolis. Situated on the west bank of the Mississippi river, at the Falls of St. Anthony, and opposite the city of St. Anthony, with which it is connected by a fine suspension bridge. It is fast becoming a large manufacturing point, possessing as it does one of the finest available water powers in the world. The Falls of St. Anthony are divided by an island, as at Niagara, the greater portion of the water passing on the western side, which is 310 yards wide. The entire descent, including the rapids (16½ feet), is 58 feet in 260 rods. At a low stage of water it is estimated that 450,000 cubic feet of water pass a given point per minute. The commercial interests of Minneapolis, exclusive of its manufactures, amount in the aggregate annually, to \$11,000,000. The manufacturing interests are varied and extensive; principal articles produced are castings, woolen goods, flour, sash, doors and blinds, lumber of all kinds, carriages, agricultural implements, paper, etc.

These towns are reached by rail or by carriage from St. Paul, and on the carriage route are passed the famed "Falls of Minne-ha-ha," "Carver's Cave," etc.

Never look out of the window when it is dark, because your head might run up against the parapet of a bridge, or a water crane, etc.

ROUTE No. 29.**St. Louis or Cairo to Duluth and return. All Rail.****Tickets \$45.20 each from St. Louis.****" \$46.40 " " Cairo.**

St. Louis to Chicago.....	Via Chicago Through Line.
or Cairo to Chicago.....	" Illinois Central R. R.
Chicago to St. Paul.....	" Milwaukee & St. Paul R. R.
St. Paul to Duluth.....	" Northern Pacific R. R.

Return via same route.

Reaching St. Paul via the Milwaukee & St. Paul R. R., and after spending such time as you wish in St. Paul and its vicinity, you take the Northern Pacific R. R. (late Lake Superior & Mississippi R. R.), for Duluth, and pass through

Sioux City Junction. Southern terminus of Minneapolis and St. Louis R'y, and its junction with St. Paul & Sioux City R. R. Close connections made with all trains going south.

Carver, Minn. Also a station on Hastings & Dakota R. R. An important shipping point of Carver county, situated on the north bank of the Minnesota river, about thirty-three miles southwest of St. Paul.

Chaska, Minn. A station on Minneapolis & St. Louis, also on Hastings & Dakota R. R. County seat of Carver county, on the north bank of the Minnesota river. Population of county, 11,286.

Minneapolis, Minn. Northern terminus of Minneapolis & St. Louis, southwestern terminus of Minneapolis branch of Lake Superior & Mississippi, and a station on St. Paul & Pacific R. R. For full description of Minneapolis and St. Anthony see another page.

White Bear Lake Junction of the Minneapolis and Stillwater branches of the Lake Shore & Michigan R. R. A favorite resort for St. Paulists during the summer months.

Stillwater. Eastern terminus of Stillwater branch of Lake Superior & Mississippi Division, and northern terminus of Stillwater branch of North Wisconsin Division of West Wisconsin R. R. The county seat of Washington county, Minn., is situated at the head of Lake St. Croix, on the west bank of the St. Croix river; the head of navigation for large boats, and the eastern terminus of the Stillwater branch of the Lake Superior & Mississippi R. R. This is the great lumber center of the St. Croix Valley: also the location of the Minnesota State Prison. Steamer Nellie Kent leaves Stillwater 6.20 p. m. Arrives Taylor's Falls 12.00 midnight. Leaves Taylor's Falls 4.00 a. m. Arrives Stillwater 8.00 a. m., connecting with train for St. Paul. Population of **Taylor's Falls**, 1,003.

Forest Lake. A sheet of water four miles in length and two miles in width.

N. P. Junction. Junction with the Lake Superior & Mississippi Division, over whose track trains run from this point to Duluth.

Thomson. County seat of Carlton county, situated at the falls of the St. Louis river, 23 miles above Duluth, and 8 miles above Fond du Lac, the head of steamboat navigation. Here is one of the finest water powers in the world. The minimum flow of water is about 2,500 cubic feet per second. The fall from Thomson to Fond du Lac, about 400 feet, furnishes a power of 113,000 horses, of which seventy-five per cent. is available. Within the limits of the town site, a little over one mile, the fall is 80 feet, giving about 17,000 available horse-power, or nearly double that of Lowell.

Fond du Lac. At the foot of the Dalles of the St. Louis and the head of navigation. Fifteen miles west of Duluth.

Duluth. County seat of St. Louis county, Minn.; situated at the head of Lake Superior and at the northern terminus of the Lake Superior & Mississippi Division, and the eastern terminus of the Main Line. The location of round house, machine, car and repair shops, etc. It has one banking institution, E. W. Clark & Co., bankers, (a branch of Philadelphia house).

Here at the "zenith city of the unsalted seas," we are on the shores of "Gitchee Gumie,"—the big sea water of the ancient Iroquois, and are in the parts being made famous by the building of the great northern route to the Pacific ocean.

Some months ago a number of gentlemen connected with the Eastern Press made an excursion to the lands of the Northern Pacific R. R., and in their report they say:

"The first place visited was Duluth, and that lively, self-confident, and promising little city seems to have won the applause of the whole party. Gov. Bross expressed about the average verdict when he wrote the following to the Chicago Tribune. And this estimate of the future of Duluth is the more significant coming from a representative of Chicago; some of whose citizens have chosen to look upon Duluth as a rising competitor for the grain trade of the New Northwest:

"About 4 o'clock on Thursday afternoon (July 20), our steamer reached the wharf of the new city of Duluth, the terminus of a railway from St. Paul, and also the lake terminus of the Northern Pacific R'y. When the location of Duluth was first pointed out to the writer, on the map, having seen it sixteen years ago, the cost of building adequate docks seemed an insuperable difficulty in the way of becoming a great city. But the cutting of the canal through Minnesota Point, 250 feet wide, into the Bay of Superior, *will give Duluth one of the best of harbors.* By a southeast and east or northeast wind, the only direction to be feared, a vessel will run directly into the harbor, and of course be safe. The canal is open; steamers pass through it, and docks are being put down on either side.

"Duluth is only some two years old; and yet its citizens now claim a population of 4,000. It has schools and churches, a very fine hotel, the Clark House, and several smaller ones; manufactories, and in a very short time will have gas and water works.

and all the appurtenances of a city. It is finely situated on a beautiful slope, rising not too abruptly, affording perfect drainage and a magnificent view of the lake. The enterprise and the energy of her people have accomplished wonders for Duluth. Does some venerable croaker ask, 'Is this to become a great city?' Certainly it is. He knows little of the vast fertile country north and west of Lake Superior who will not admit her location to be better than that of Detroit, Cleveland, or Buffalo. Give that country population—and population it will have within the next quarter of a century—and the position of Duluth alongside of these cities is at once assured.' "

ROUTE No. 30.

St. Louis or Cairo to Duluth and return. All Rail.

Tickets \$45.20 each from St. Louis.

" **\$46.40** " " **Cairo.**

St. Louis to Chicago.....	Via Chicago Through Line.
or Cairo to Chicago.....	" Illinois Central R. R.
Chicago to Elroy.....	" Chicago & Northwestern R. R.
Elroy to St. Paul	" West Wisconsin R. R.
St. Paul to Duluth.....	" Northern Pacific R. R.

Return via same route.

ROUTE No. 31.

St. Louis or Cairo to Duluth and return. All Rail.

Tickets \$45.20 each from St. Louis.

" **\$46.40** " " **Cairo.**

St. Louis to Chicago.....	Via Chicago Through Line.
or Cairo to Chicago.....	" Illinois Central R. R.
Chicago to St. Paul.....	" Milwaukee & St. Paul R. R.
St. Paul to Duluth.....	" Northern Pacific R. R.
Duluth to St. Paul.....	" Northern Pacific R. R.
St. Paul to Elroy.....	" West Wisconsin R. R.
Elroy to Chicago.....	" Chicago & Northwestern R. R.
Chicago to St. Louis.....	" Chicago Through Line.
or Chicago to Cairo.....	" Illinois Central R. R.

Honesty is the best policy, but it is very poor policy not to insure your life against accidents by taking a policy in the Travelers' Insurance Company of Hartford, Conn.

To all men I would say, never look out of the window when the car is in motion, with your hat on—it might be blown off.

ROUTE No. 32.**St. Louis or Cairo to Duluth and return. All Rail.****Tickets \$45.20 each from St. Louis.****" \$46.40 " " Cairo.**

St. Louis to Chicago.....	Via Chicago Through Line.
or Cairo to Chicago.....	" Illinois Central R. R.
Chicago to Elroy	" Chicago & Northwestern R. R.
Elroy to St. Paul.....	" West Wisconsin R. R.
St. Paul to Duluth.....	" Northern Pacific R. R.
Duluth to St. Paul.....	" Northern Pacific R. R.
St. Paul to Chicago.....	" Milwaukee & St. Paul R. R.
Chicago to St. Louis.....	" Chicago Through Line.
or Chicago to Cairo	" Illinois Central R. R.

ROUTE No. 33.**St. Louis or Cairo to Duluth and return. Rail and Steamer.****Tickets \$45.20 each from St. Louis.****" \$46.40 " " Cairo.**

St. Louis to Chicago.....	Via Chicago Through Line.
or Cairo to Chicago.....	" Illinois Central R. R.
Chicago to St. Paul.....	" Milwaukee & St. Paul R. R.
St. Paul to Duluth.....	" Northern Pacific R. R.
Duluth to St. Paul.....	" Northern Pacific R. R.
St. Paul to Dubuque.....	" Steamer.
Dubuque to Forresteron.....	" Illinois Central R. R.
Forresteron to Chicago.....	" Chicago, Burlington & Quincy R. R.
Chicago to St. Louis.....	" Chicago Through Line.
or Chicago to Cairo.....	" Illinois Central R. R.

Some people prefer an upper berth in a sleeping car, and some a lower ; but if there was one between the two, I should say give me that for steady riding.

Do not be always wanting the conductor to let you compare the time of your watch with his, and asking him how much you are slow ; neither ask him frequently if he is on time ; or if he is not, when he expects to be. A conductor is not an angel.

Always be considerate to your fellow passengers, and if you are traveling with the tailor whom you owe for your last new suit of clothes do not let him sit in the draft of the window.

ROUTE No. 34.**St. Louis or Cairo to Duluth and return. Rail and Steamer.****Tickets \$45.20 each from St. Louis.****" \$46.40 " " Cairo.**

St. Louis to Chicago.....	Via Chicago Through Line.
or Cairo to Chicago.....	" Illinois Central R. R.
Chicago to Elroy	" Chicago & Northwestern R. R.
Elroy to St. Paul.....	" West Wisconsin R. R.
St. Paul to Duluth.....	" Northern Pacific R. R.
Duluth to St. Paul.....	" Northern Pacific R. R.
St. Paul to Dubuque.....	" Steamer.
Dubuque to Forresteron	" Illinois Central R. R.
Forresteron to Chicago	" Chicago, Burlington & Quincy R. R.
Chicago to St. Louis.....	" Chicago Through Line.
or Chicago to Cairo	" Illinois Central R. R.

ROUTE No. 35.**St. Louis or Cairo to Duluth and return. Rail and Steamer.****Tickets \$45.20 each from St. Louis.****" \$46.40 " " Cairo.**

St. Louis to Chicago.....	Via Chicago Through Line.
or Cairo to Chicago	" Illinois Central R. R.
Chicago to Forresteron	" Chicago, Burlington & Quincy R. R.
Forresteron to Dubuque	" Illinois Central R. R.
Dubuque to St. Paul.....	" Steamer.
St. Paul to Duluth.....	" Northern Pacific R. R.
Duluth to St. Paul.....	" Northern Pacific R. R.
St. Paul to Chicago	" Milwaukee & St. Paul R. R.
Chicago to St. Louis.....	" Chicago Through Line.
or Chicago to Cairo.....	" Illinois Central R. R.

The rule of most lines is not to allow passengers to stand on the platform. Some evade it by sitting down; but of the two, as a man and a father, I would rather be inside the car.

It costs a Railroad Company as much to sweep out the leavings of some men as they pay for their tickets. If you must eat pea-nuts and apples, put the shells and parings in your hat, or else throw them out of the window, but mind you do not hit the station master.

ROUTE No. 36.**St. Louis or Cairo to Duluth and return. Rail and Steamer.****Tickets \$45.60 each from St. Louis.****" \$46.80 " " Cairo.**

St. Louis to Chicago.....	Via Chicago Through Line.
or Cairo to Chicago.....	" Illinois Central R. R.
Chicago to Forresteron	" Chicago, Burlington & Quincy R. R.
Forresteron to Dubuque	" Illinois Central R. R.
Dubuque to St. Paul.....	" Steamer.
St. Paul to Duluth.....	" Northern Pacific R. R.
Duluth to St. Paul.....	" Northern Pacific R. R.
St. Paul to Elroy.....	" West Wisconsin R. R.
Elroy to Chicago	" Chicago & Northwestern R. R.
Chicago to St. Louis	" Chicago Through Line.
or Chicago to Cairo	" Illinois Central R. R.

ROUTE No. 40.**St. Louis or Cairo to Duluth and return. Rail and Steamer.****Tickets \$33.60 each from St. Louis.****" \$34.80 " " Cairo.**

St. Louis to Dubuque	Via St. Louis & Dubuque Through Line.
or Cairo to Dubuque.....	" Illinois Central R. R.
Dubuque to St. Paul.....	" Steamer.
St. Paul to Duluth.....	" Northern Pacific R. R.

Return via same route.

If you look out of the window, never turn your head towards rear of train, unless it is backing up; if you strike anything—up goes your hair.

These are some of Woman's Rights on the cars: To occupy two seats, while I stand; to have the window open, while my neck gets stiff; to have the lower sleeping-car berth; to have her berth made up first; and to have the first chance to wash in the morning.

For dust in the eyes, avoid rubbing; dash water into them; remove cinders, etc., with the round point of a lead pencil.

The higher up we get, the more we are watched—the rooster on the top of the church-steeple is of more importance, although he is thin, than two roosters in a barn-yard.

ROUTE No. 41.**St. Louis or Cairo to Duluth and return. Rail and Steamer.****Tickets \$41.60 each from St. Louis.****" \$42.80 " " Cairo.**

St. Louis to Dubuque	Via St. Louis & Dubuque Through Line.
or Cairo to Dubuque.....	" Illinois Central R. R.
Dubuque to St. Paul.....	" Steamer.
St. Paul to Duluth	" Northern Pacific R. R.
Duluth to St. Paul	" Northern Pacific R. R.
St. Paul to Chicago.....	" Milwaukee & St. Paul R. R.
Chicago to St. Louis.....	" Chicago Through Line.
or Chicago to Cairo.....	" Illinois Central R. R.

ROUTE No. 42.**St. Louis or Cairo to Duluth and return. Rail and Steamer.****Tickets \$41.60 each from St. Louis.****" \$42.80 " " Cairo.**

St. Louis to Dubuque.....	Via St. Louis & Dubuque Through Line.
or Cairo to Dubuque.....	" Illinois Central R. R.
Dubuque to St. Paul.....	" Steamer.
St. Paul to Duluth.....	" Northern Pacific R. R.
Duluth to St. Paul.....	" Northern Pacific R. R.
St. Paul to Elroy.....	" West Wisconsin R. R.
Elroy to Chicago.....	" Chicago & Northwestern R. R.
Chicago to St. Louis.....	" Chicago Through Line.
or Chicago to Cairo.....	" Illinois Central R. R.

A wag went to the station of one of the railroads one evening, and finding the best car full, said in a low tone, "Why, this car isn't going." Of course this caused a general stampede, and the wag took the best seat. In the midst of the indignation the wag was asked: "Why did you say this car wasn't going?" "Well, it wasn't then," replied the wag, "but it is now."

No man can learn patience except by going out into the hurly-burly world, and taking life just as it blows. Patience is but lying to, and riding out the gale.

There is one lady in Chicago down on rubber bustles. The slippery condition of the flagging necessitated her sitting down with enthusiastic suddenness, and the rebound that followed drove her head through a sixty dollar showcase.

ROUTE No. 43.

St. Louis or Cairo to Duluth and return. Rail and Steamer.

Tickets \$39.60 each from St. Louis.

“ \$40.80 “ “ Cairo.

St. Louis to Dubuque.....	Via St. Louis & Dubuque Through Line.
or Cairo to Dubuque.....	“ Illinois Central R. R.
Dubuque to St. Paul.....	“ Steamer.
St. Paul to Duluth.....	“ Northern Pacific R. R.
Duluth to St. Paul.....	“ Northern Pacific R. R.
St. Paul to Dubuque.....	“ Steamer.
Dubuque to Forreton.....	“ Illinois Central R. R.
Forreton to Chicago.....	“ Chicago, Burlington & Quincy R. R.
Chicago to St. Louis.....	“ Chicago Through Line.
or Chicago to Cairo.....	“ Illinois Central R. R.

MARQUETTE TO DULUTH, VIA UNION STEAMBOAT CO.'S LINE OF SIDE-WHEEL STEAMERS.

These elegant Boats leave Marquette in the morning, and pass by the Huron Islands, Manitou Island, around Kewenaw Point, past Fort William, Eagle Harbor, Eagle River, Ontonagon, the Pewabic Copper Mines, Copper Harbor, Ashland, Bayfield, and so up to Fond du Lac and Duluth. We have an attractive trip on magnificent boats, over the largest lake in the world. Lake Superior is noted for its clear, cold water, (it being so clear that from the deck of the steamer you can plainly see the great lake trout playing in the water, forty feet below the surface); you pass within sight of the shores of the lake, which are in many places mountainous, and clothed in the verdure of the pine, hemlock, spruce, fir, and other evergreen trees. A more delightful trip for the hot days of summer, cannot be had within the bounds of the American continent. The Steamers are large, staunch, finely equipped, and commanded by officers whose superiors in courtesy and kindness cannot be found anywhere. This trip alone is worth, to the lover of nature, more than the price we charge for any ticket noted in these pages.

To newly married couples I would say, do not be deterred from the sweet interchange of tender glances and tokens of affection by the offensive notice of other passengers. “Frail and fleeting are the joys of Love’s young dream.” Besides, you will awaken the agreeable memories of crabby couples who were married some time ago.

If you must walk across the track, look both sides and behind and before you all the time, and mind your foot does not get stuck between the rails.

ROUTE No. 37.**St. Louis or Cairo to Duluth and return. Rail and Steamer.****Tickets \$48.20 each from St. Louis.****" \$49.40 " " Cairo.**

St. Louis to Chicago.....	Via Chicago Through Line.
or Cairo to Chicago.....	" Illinois Central R. R.
Chicago to Negaunee.....	" Chicago & Northwestern R. R.
Negaunee to Marquette.....	" Marquette & Ontonagon R. R.
Marquette to Duluth.....	" Union Steamboat Co.
Duluth to St. Paul.....	" Northern Pacific R. R.
St. Paul to Elroy.....	" West Wisconsin R. R.
Elroy to Chicago.....	" Chicago & Northwestern R. R.
Chicago to St. Louis.....	" Chicago Through Line.
or Chicago to Cairo.....	" Illinois Central R. R.

ROUTE No. 38.**St. Louis or Cairo to Duluth and return. Rail and Steamer.****Tickets \$48.20 each from St. Louis.****" \$49.40 " " Cairo.**

St. Louis to Chicago.....	Via Chicago Through Line.
or Cairo to Chicago.....	" Illinois Central R. R.
Chicago to Elroy.....	" Chicago & Northwestern R. R.
Elroy to St. Paul.....	" West Wisconsin R. R.
St. Paul to Duluth.....	" Northern Pacific R. R.
Duluth to Marquette.....	" Union Steamboat Co.
Marquette to Negaunee.....	" Marquette & Ontonagon R. R.
Negaunee to Chicago.....	" Chicago & Northwestern R. R.
Chicago to St. Louis.....	" Chicago Through Line.
or Chicago to Cairo.....	" Illinois Central R. R.

Never attempt to get in or out of a railway car while it is moving, unless you prefer a pair of basswood legs. Some elderly men do it to show their agility, but I think they show their tomfoolery.

Beware of yielding to the sudden impulse to spring from the car to recover your hat which has blown off, unless you want that hat in the worst way.

Never try to hand things into car windows when the train is moving. I saw a man once lose his footing, and afterwards his foot.

To a young woman I would say, never love a man because he wears a ragged coat

ROUTE No. 39.

St. Louis or Cairo to Duluth and return. Rail and Steamer.

Tickets \$48.20 each from St. Louis.

" \$49.40 " " Cairo.

St. Louis to Chicago.....	Via Chicago Through Line.
or Cairo to Chicago.....	" Illinois Central R. R.
Chicago to Negaunee.....	" Chicago & Northwestern R. R.
Negaunee to Marquette.....	" Marquette & Ontonagon R. R.
Marquette to Duluth.....	" Union Steamboat Co.
Duluth to St. Paul.....	" Northern Pacific R. R.
St. Paul to Dubuque.....	" Steamer.
Dubuque to St. Louis.....	" St. Louis & Dubuque Through Line.
or Dubuque to Cairo.....	" Illinois Central R. R.

ROUTE No. 44.

St. Louis or Cairo to Duluth and return. Rail and Steamer.

Tickets \$48.20 each from St. Louis.

" \$49.40 " " Cairo.

St. Louis to Dubuque.....	Via St. Louis & Dubuque Through Line.
or Cairo to Dubuque.....	" Illinois Central R. R.
Dubuque to St. Paul.....	" Steamer.
St. Paul to Duluth.....	" Northern Pacific R. R.
Duluth to Marquette.....	" Union Steamboat Co.
Marquette to Negaunee.....	" Marquette & Ontonagon R. R.
Negaunee to Chicago.....	" Chicago & Northwestern R. R.
Chicago to St. Louis.....	" Chicago Through Line.
or Chicago to Cairo.....	" Illinois Central R. R.

FROM ST. LOUIS-ILLINOIS CENTRAL ROUTE TO CHICAGO AND THE EAST. WITHOUT CHANGE OF CARS!

From and after May 1st, 1873, Trains will run as follows. Omnibuses leave Ticket Office, 102 N. Fourth St., St. Louis.

Le. St. Louis	7.30 A.M. 8.15 "	7.30 P.M. 8.10 "
" East St. Louis	8.15 "	8.10 "
Ar. Chicago	9.00 P.M.	7.55 A.M.
Ar. Milwaukee, Wis.	5.30 A.M.	1.10 P.M.
" Clinton, "	1.32 "	1.32 "
" Janesville, "	2.10 "	2.10 "
" Beloit, "	2.30 "	2.30 "
" Madison, "	4.37 "	4.37 "
" Watertown, "	4.20 "	4.20 "
" Fond du Lac, "	7.00 "	7.00 "
" Oshkosh, "	7.55 "	7.55 "
" Green Bay, "	10.40 "	10.40 "
" La Crosse, "	11.50 "	11.50 "
" Prairie du Chien, Wis.	8.55 "	8.55 "
" Berlin, Wis.	12.55 P.M.	8.00 "
" St. Paul, Minn.	6.20 A.M.	6.20 A.M.
Ar. Niles, Mich.	12.22 A.M.	12.13 P.M.
" Kalamazoo, Mich.	2.20 "	2.05 "
" Marshall, "	3.30 "	3.12 "
" Jackson, "	4.45 "	4.20 "
" Detroit, "	7.25 "	6.45 "
" London, Canada	12.35 P.M.	11.30 A.M.
" Hamilton, "	3.35 "	2.15 "
" Niagara Falls, "	5.00 "	4.00 "
" Rochester, "	8.40 "	7.15 "
" Syracuse, "	12.05 A.M.	9.45 "
" Albany, "	6.00 "	2.20 P.M.
" Springfield, Mass.	11.15 "	7.30 "
Ar. Boston	3.30 P.M.	11.20 P.M.
Ar. New York	11.45 A.M.	7.00 P.M.
Ar. Toledo	6.25 A.M.	5.30 P.M.
" Cleveland	10.55 "	10.00 "
" Buffalo	5.30 P.M.	4.05 A.M.
Ar. Fort Wayne	3.15 A.M.	2.00 P.M.
" Pittsburgh	4.45 P.M.	2.30 A.M.
" Harrisburg	2.55 A.M.	11.40 "
" Philadelphia	6.55 "	3.30 P.M.

Palace Sleeping Cars on all Night Trains

No Omnibus Transfer at Chicago. Changes made in Union Depots.

This Route is via VANDALLIA and ILLINOIS CENTRAL, and is the ONLY LINE from St. Louis to Chicago by which Passengers for the East, by all routes from Chicago, can change cars in Union Depots without the delay and trouble of Omnibus Transfer.

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- At Union City,** with through trains of Nashville & Northwestern, and Nashville & Chattanooga Railroads for McKenzie, Johnsonville, Nashville, Murfreesboro, Tullahoma, Decherd, Stevenson and Chattanooga.
- At Humboldt,** with Mississippi Central, and New Orleans & Jackson R. R. through trains to Grand Junction, Holly Springs, Grenada, Canton, Jackson, Miss., and New Orleans.
- At Memphis,** with trains for Little Rock and Fort Smith.
- At Jackson, Miss.,** with Vicksburg & Meridian R. R., for Vicksburg; thence by North Louisiana & Texas R. R. to Monroe, La., and Shreveport.
- At New Orleans,** with Rail and Steamship Lines for Galveston, Houston, and all points in Texas.
- At Meridian,** with Selma & Meridian R. R. for Selma, Montgomery and Eufaula.
- At Corinth,** with Memphis & Charleston R. R. for Tusculumbia, Decatur, Huntsville, Stevenson and Chattanooga.
- At Nashville,** with Louisville, Nashville & Great Southern R. R. for Decatur, Calera, Selma, Montgomery, and Eufaula.
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- From Monroe, La.,** A splendid line of Coaches runs daily [connecting with North Louisiana and Texas R. R.] for Shreveport, connecting with Southern Pacific R. R. at Shreveport for Marshall and Longview, Texas; also with tri-weekly line of hacks to Bastrop, La., and Hamburg, Ark.

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NO CHANGE OF CARS TO CHICAGO.

Eastern passengers change Cars in Union Depots. No Omnibus Transfer in Chicago. Omnibuses leave the Ticket Office, 102 North Fourth Street, twice daily.

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NO CHANGE OF CARS. This is the shortest and quickest route to CAIRO, COLUMBUS, MEMPHIS, NEW ORLEANS, MOBILE, and all points South.

MORNING EXPRESS connects with through train on the Mobile & Ohio Railroad.

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Time Faster than by any other Route.

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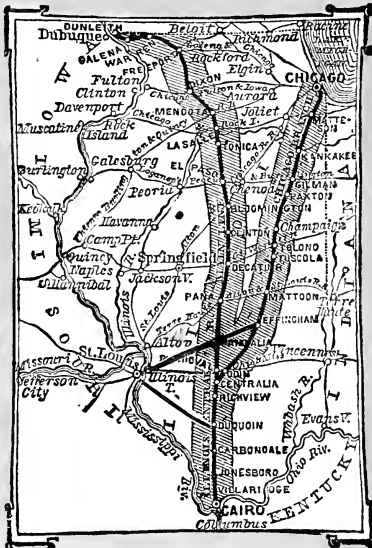
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Runs to Chicago, leaving Southern Illinois every evening, supplying the cities on the lakes, and, by intersecting roads, all those of the Upper Mississippi, with fresh fruit and all the luxuries of Egyptian Illinois. During the strawberry season, a daily average of five cars are received, and the peach crop supplies from twenty to twenty-five cars, of 500 boxes each, every morning, to the Chicago market alone.



The fruit region of Southern Illinois, for its marvelous fertility, has a national reputation. The peach district extends 200 miles from Cairo north, and the crop seldom, if ever, fails. Apples, pears, and berries of all kinds, yield with uncommon thrift. Vineyards have been planted with perfect success, and grapes of every variety here do well. The early ripening of fruits enables the grower to command the high price of the first of the season.

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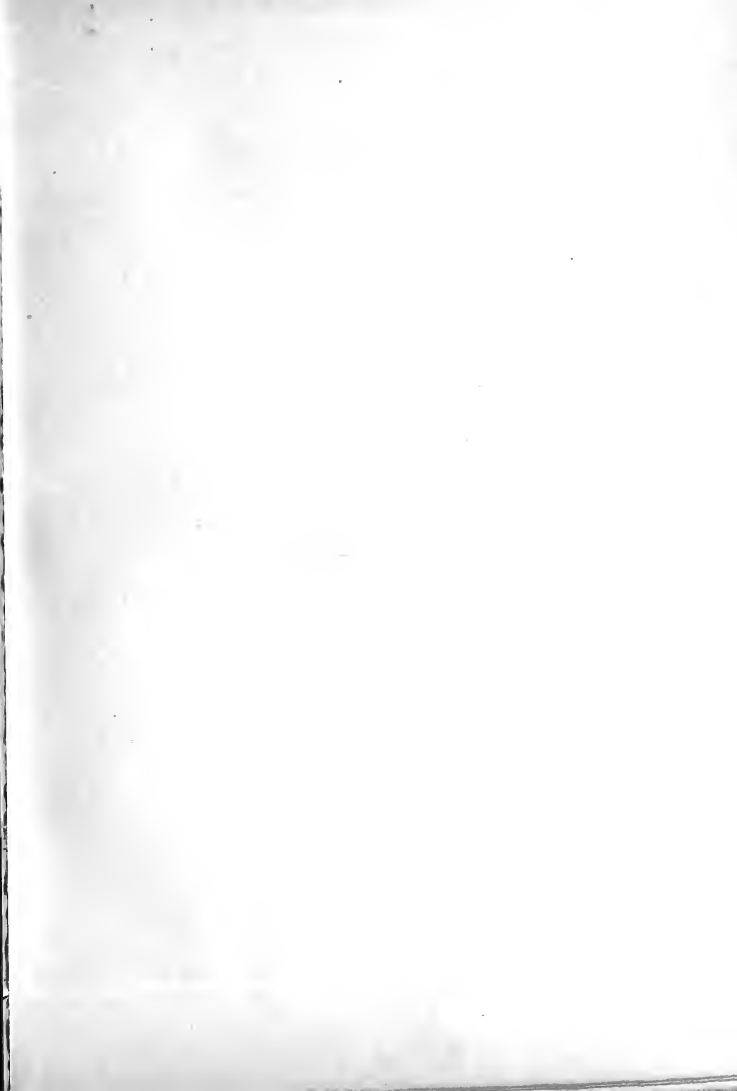
Interest.		Interest.	
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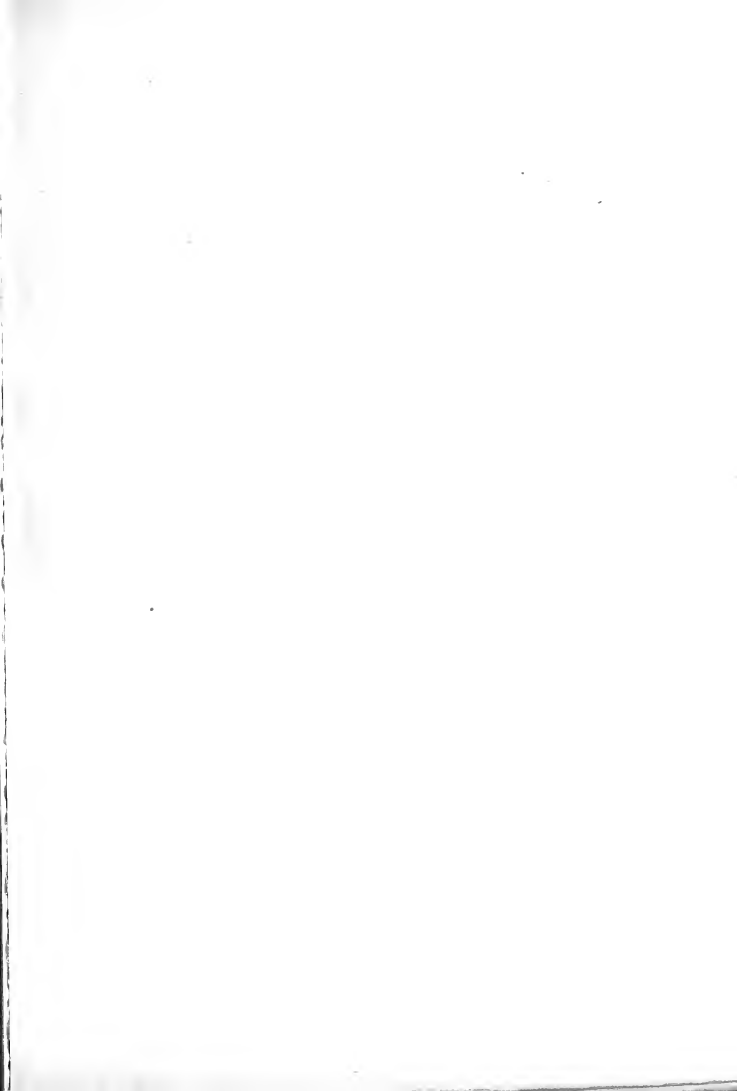
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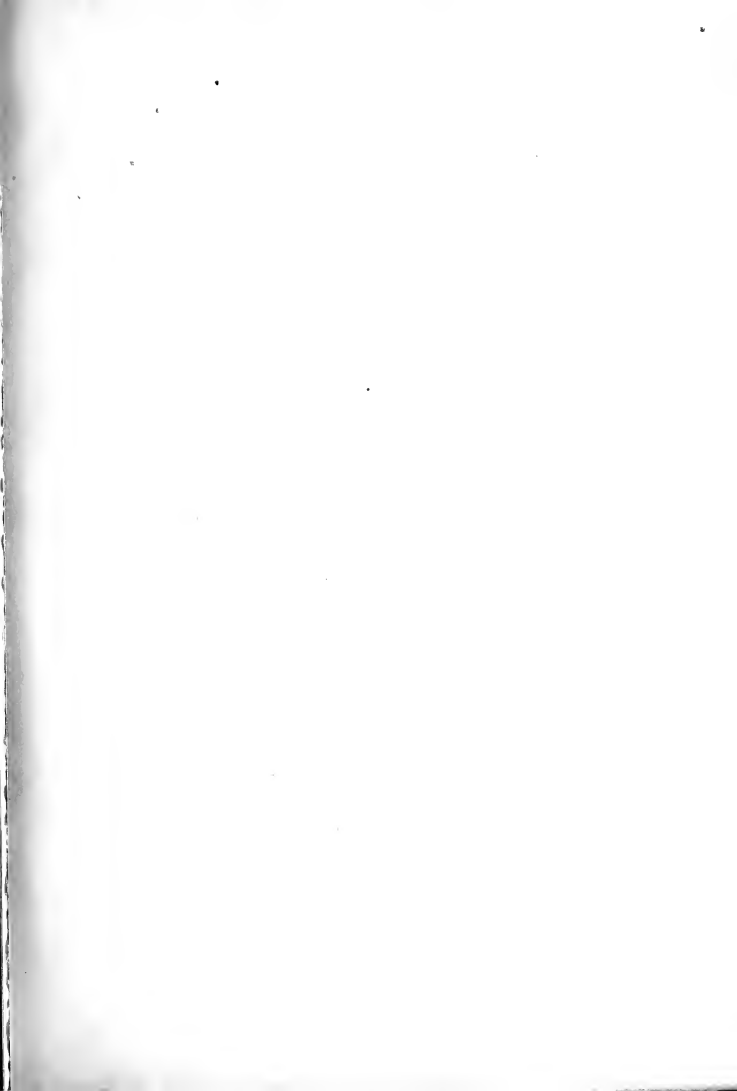
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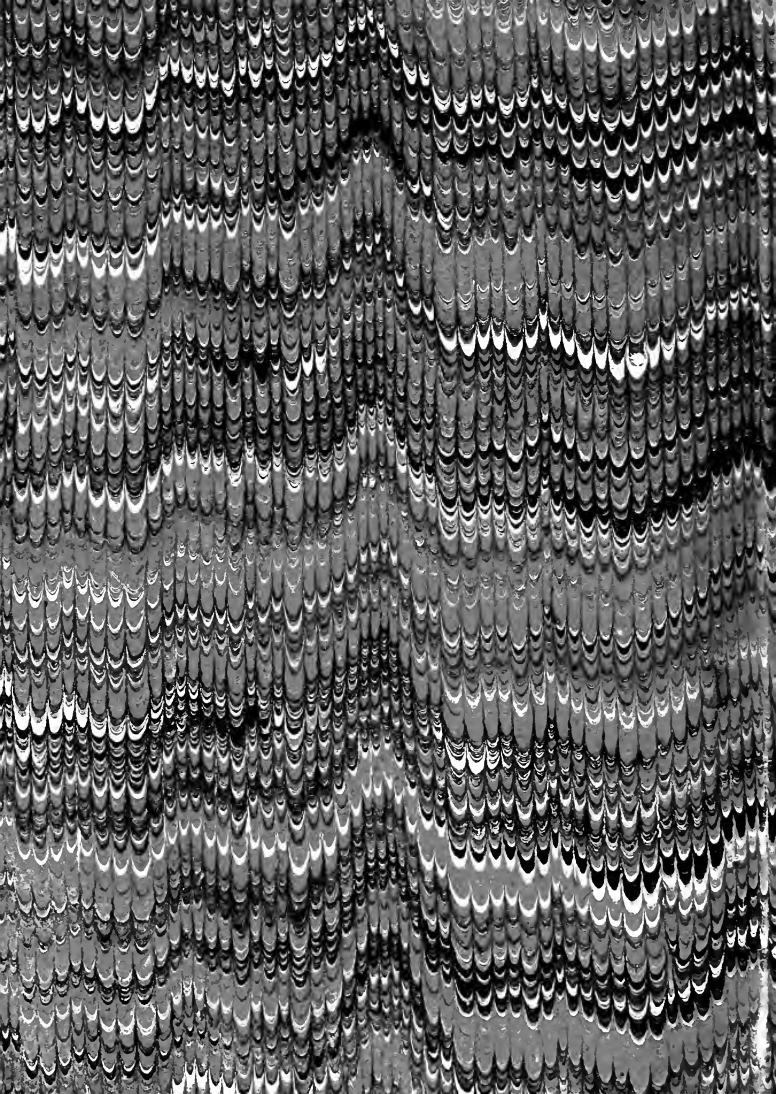


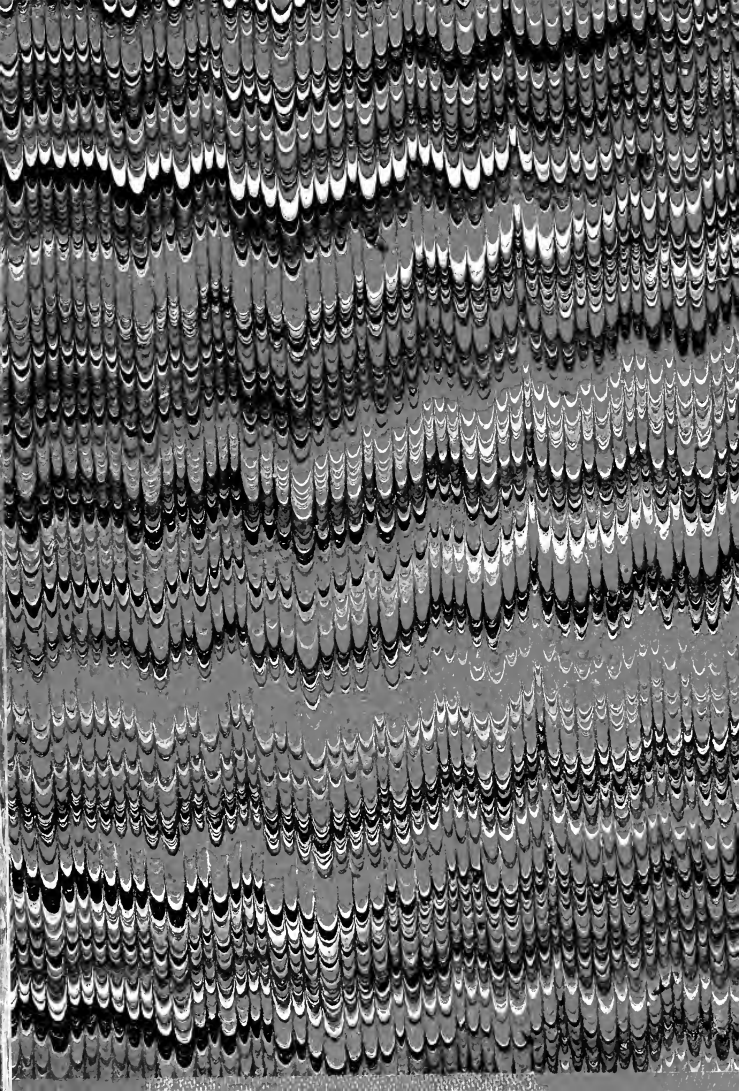












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